

Guiding the Gardiner

A Plan for the expressway's place in the city

Phase I

Prepared for
The Task Force on the Gardiner/Lakeshore Corridor
Toronto
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This report should be read in conjunction with
"Urbanizing the Gardiner: An action plan
for incorporating housing below, beside and above
Toronto's elevated expressway: Phase 1"
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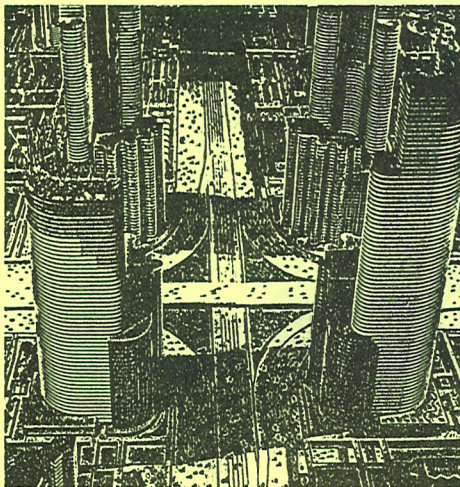
GUIDING THE GARDINER
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Phase 1

EXECUTIVE SUMMARY

1. Purpose

This guide to the Gardiner examines the present position, both physical and psychological, that the Gardiner corridor occupies in Toronto. The Gardiner lands are an opportunity for changes that will solve the problems and profit from the possibilities presented by the under-used land and undesirable conditions in the corridor. This guide lays out the steps that should be taken to seize this opportunity and to induce the Gardiner lands to assume a more fully urban role in the life of the city.

. . . .



The ideal elevated expressway, 1939

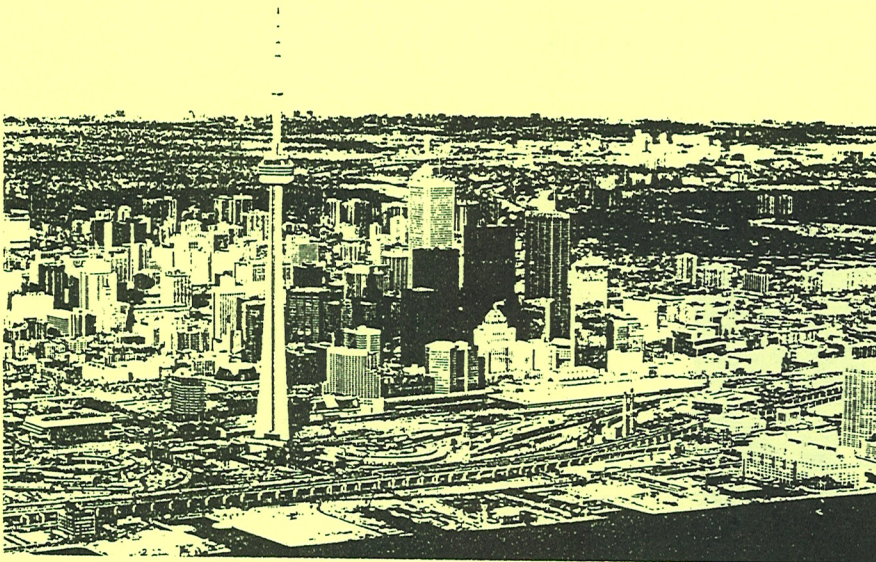
2. The Background of the Gardiner

Urban roadways are a dominant influence on the shape of the 20th century city; elevated expressways such as the Gardiner are the most powerful type of road. A history of the elevated expressway shows:

- ° Elevated expressways are idealized as movers of traffic until the late 1930s when the first one is built in New York.
- ° Post-war proliferation of automobiles causes construction of expressways worldwide.
- ° From 1965 to the 1980s, the impact of the expressway on city life is under scrutiny.
- ° At present, the place of the expressway is being revalued to determine better and more inventive uses for their lands and structures.

A history of the Gardiner shows its growth:

- ° 1943: A master plan for the city proposes a network of super-highways. Superhighway A is the first vision of the Gardiner.
- ° 1949: The Official Plan proposes a Waterfront Highway to ease traffic congestion.
- ° 1955: A Lakeshore Expressway is under construction along the waterfront.
- ° 1964: The Gardiner Expressway is complete and the central city begins rapid development that continues to the present.



The Gardiner in
central Toronto, 1980s

3. The Current Condition of the Gardiner

An examination of the Gardiner as a presence in the city shows that:

- ° The Gardiner occupies 60 acres of land; land within its influence to either side makes the total 100 acres. The Gardiner lands are large and full of potential for intensified use.
- ° The Gardiner is a structure 4 miles long from the CNE to the Don River and rises as high as a 6-storey building. It is suitable for renovation to new uses under and around it.
- ° The Gardiner occupies land central to current developments such as the Railway Lands and Harbourfront. As developable land itself, the Gardiner corridor will have a reciprocal impact on the direction taken by development and life in the central city.

As land, the Gardiner is public property crossed by public streets and should be subject to intensified use in answer to public needs in Toronto. At

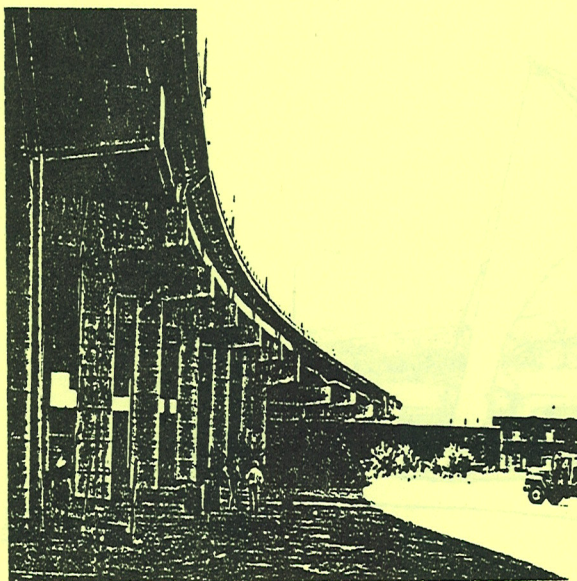
the same time, cooperation with adjacent private land permits a wide range of opportunities.

As structure, the Gardiner is maintainable for an indefinite time. It is also composed of essentially three conditions of built form:

- ° Colonnades where there is open land under it.
- ° Gates where there are north-south streets penetrating it.
- ° Ramps where the structure is complicated by grade-to-deck ramps.

All have potential for further development.

As part of the city context, the Gardiner has a role to play not only in ameliorating adjacent developments but also in resolution of urban issues such as maintenance of city views, housing needs, environmental quality, and the provision of public movement and amenities.



Close-up of the Gardiner lands

4. Perception of the Gardiner

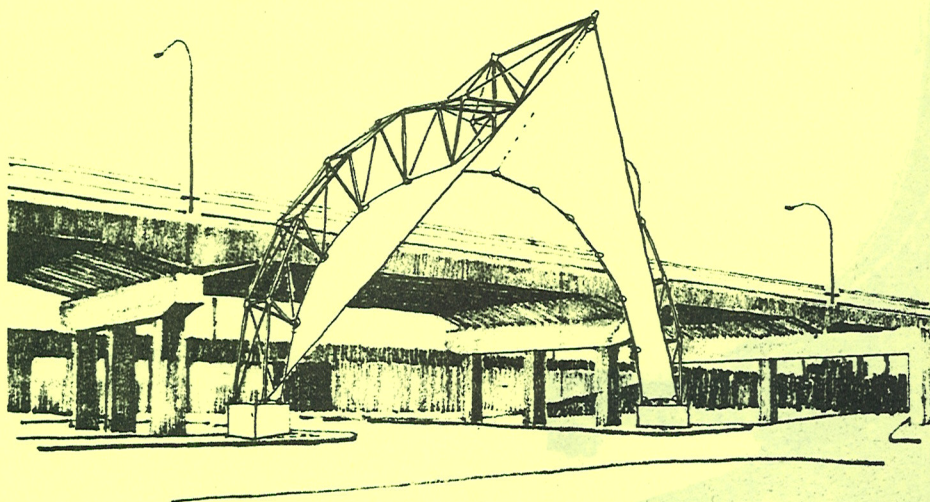
Perception of the Gardiner by politicians, planners, developers, and business and citizens' groups reveal problems presented by the Gardiner as well as possibilities for the Gardiner that can be seized for improvement to city life.

Problems are:

- ° The barrier effect, more psychological than physical, inherent in the separation of downtown from waterfront.
- ° Environmental impact of noise and fumes.
- ° Under-use of land in the heart of the city.
- ° Uncoordinated or insensitive relation of adjacent developments to the path of the Gardiner.

Possibilities are:

- ° Establishment of a system of city gates through the corridor, joining city to water.
- ° Development of corridor land at appropriate locations such as the Strachan-Bathurst section.
- ° Coordinated reaction to adjacent development to improve coherence of the central city.
- ° Integration with the city by involving the Gardiner in the solution of civic issues.



A City Gate

5. The Next Step: Reclaiming the Gardiner

The foregoing investigation of the Gardiner reveals a series of imperatives for seizing the Gardiner's opportunities:

1. A master plan for the Gardiner corridor must be developed to guide land use and integration with the city.
2. Guidelines for planning and design of development in and around the corridor must be established to ensure improved conditions, viz. guidelines for view corridors, street environment, amenity development.
3. Design initiatives must be undertaken to revivify the Gardiner - for example, a programme to establish city gates where streets currently pass unremarked under the Gardiner.

These steps will lead to a Gardiner that will be as strong and habitable as the city that it serves.

GUIDING THE GARDINER
A Plan for the Expressway's Place in the City
Phase 1

1. INTRODUCTION

The Gardiner Expressway may be both the largest and least known civic presence in Toronto.

In the thirty years since construction began, the Gardiner has occupied a prominent position poised between the central city to the north and the waterfront to the south. It has been frequently applauded for its accommodation of traffic, frequently reviled for its apparent separation of city from water, but never examined closely to discover its possibilities for change or for enhanced service to Toronto or, most generally, for the complex character and ramifications of the entire structure.

This guide to the Gardiner addresses the questions of what the expressway is and what it might become. It concentrates on the central portion (from the point in the west near Dufferin Street, where the highway leaves the ground, to the crossing of the Don River by the elevated structure in the east) where its impact on the life of the central city is most powerful and most often remarked.

It is beyond the scope of this guide to examine the Gardiner as a functioning highway - that is the proper concern of traffic engineering. The present purpose is rather to consider the structure as a part of the urban fabric that affects, and is affected by, the social and architectural forces around it.

At the same time, this guide emphasises that the Gardiner is a highway, subject to constant maintenance and adjustment as a major downtown artery, and that consideration of the broader context of the Gardiner must always acknowledge this primary characteristic.

In its course, this guide will look at:

1. The background of the Gardiner - its inception and growth.
2. The current conditions in which it exists - the place that it occupies in the city and the developments around it.
3. The perceptions of the Gardiner as a presence in city life - the problems in which it is involved and the possibilities that it is seen to offer for better urban conditions.
4. The initiatives that can be taken to realise the possibilities for improvement, to itself and to the city, offered by the Gardiner.

2. THE BACKGROUND OF THE GARDINER

2.1. A Wider Context

Urban roadways may be the most decisive determinant in this century of the way that cities look, operate and feel - and elevated expressways are the most powerful variant of the roadway. Their size, height, visibility, and volume and speed of traffic have an impact that reaches deep into the pattern of the city around them and into the consciousness of citizens and visitors.

The Gardiner is one of many such expressways in cities around the world. Unique as it is in its form and effects on Toronto, it is more fundamentally a member of an elevated expressway type definable by shared characteristics and a shared history that can put Toronto's experience of the Gardiner in a wider context.

Because this guide examines the Gardiner as a presence with ramifications on civic life (rather than simply as a highway to be judged on engineering principles) a general history of the elevated expressway type will suggest the kind of forces from which the Gardiner arose and to which it remains subject.

2.2. A History of the Elevated Expressway

The pressures of increasing vehicular traffic on cities were felt in the 1920's as automobile use was transformed from a privilege to an apparent right. In the 1930's, traffic congestion, the desire to stimulate urban growth and an emergent sense of the city as open to innovative planning ideas combined to inaugurate the age of the elevated expressway.

An outline of the stages of development through which the elevated expressway has passed over the last half-century provides a picture of expressway history:

1. BEGINNING (From the mid-1930's)

A. Speculation and utopian proposals on the future of highways in cities becomes popular: most famously, Norman Bel Geddes' "City of the Future" at the 1939 World's Fair (Figure 1) in which a grid of elevated express boulevards and ramps criss-cross the ideal city.

B. Construction of the first elevated expressway begins: The Miller Highway, known as the West Side Highway, in Manhattan (seen under construction in 1938 in Fig. 2).

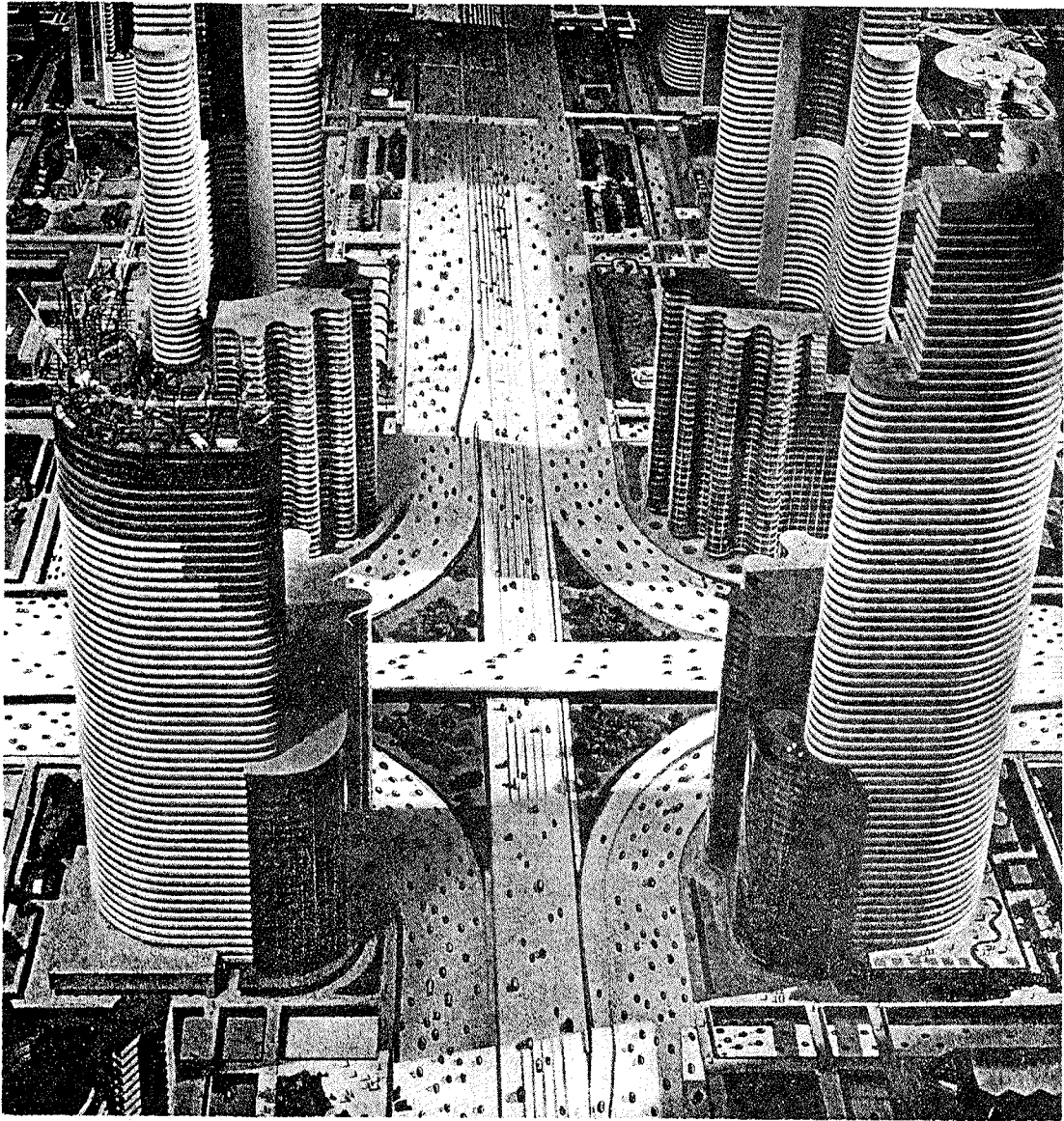


Figure 1 - The expressway in speculation (The City of the Future 1939)



Figure 2 - The expressway in construction (West Side Highway 1938)

2. PROLIFERATION (From 1945)

A. Post-war boom in automobile travel, and expressways to support it, throughout the world. The utopian visions of the earlier period appear less improbable and more necessary.

B. Construction of elevated expressways begins in Boston, Toronto, Seattle (Fig. 3), San Francisco (Fig. 4), Washington, Tokyo . . .

3. EVALUATION (From 1965)

A. Elevated expressways are in daily use and their extended effects on city life begin to be observed.

B. Books and studies (eg. Freeways by Lawrence Halprin, The View from the Road by Kevin Lynch et al) that examine the impact of the expressway begin to appear.

4. REVALUATION (From 1973)

A. The need for new methods of accommodating the presence of expressways is felt. The West Side Highway Project in New York begins a "coordinated and comprehensive planning effort very much broader in scope than traditional urban highway studies". (As if for emphasis that a new period is beginning, part of the West Side Highway collapses from lack of maintenance in December 1973.)

B. The plan for reconstruction of Boston's elevated Central Artery appears in 1978, proposing radical reintegration of the expressway with the texture of the city.

5. REDESIGN (From the mid-1980's)

A. Consensus on the consideration of cities as demanding more thoughtful coexistence with expressways is apparent. Madrid and Barcelona plan new methods of uniting central expressways with pedestrian, cultural and recreational activity.

B. Boston begins to act on redesign of the Central Artery and, in consequence, of the central city fabric.

C. Toronto establishes the Task Force on the Gardiner/Lakeshore Corridor to consider 'as wide as possible a range of solutions and ideas' for the future of the Gardiner Expressway.



Figure 3 - The expressway in the foreground of the city (Seattle)

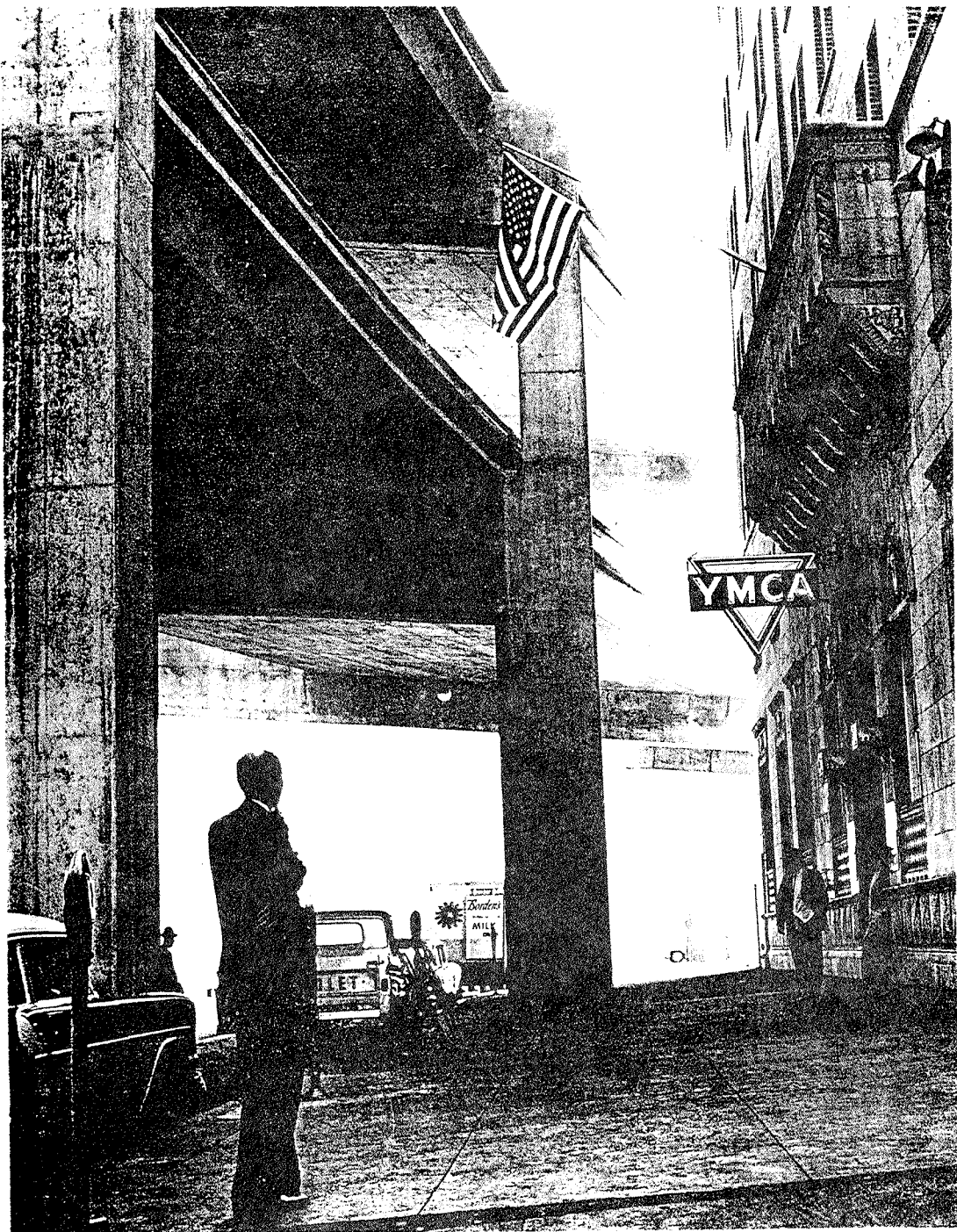


Figure 4 - The expressway in the middle of the city (San Francisco)

2.3. A History of the Gardiner

The history of the Gardiner can be traced through the above stages of expressway development, beginning shortly after a planning board was established to propose the future shape of Toronto:

2.3.1. Superhighway A

The idea that was to become the Gardiner makes its first appearance in 1943 - in the "Master Plan for the City of Toronto and Environs" by the City Planning Board - under the name Superhighway A. It was to be part of a proposed system of grade-separated superhighways (Fig. 5) intended to subdue the growing and chaotic traffic of Toronto within the order of a vast "framework . . . from which any part of the City would be reasonably accessible".

Superhighway A would follow the waterfront, "supplying a missing link in the most important commercial highway in Canada" between Montreal and Windsor and reflecting "Toronto's future enhanced importance as a great distributional centre for the industrial products of the world". In the larger picture of the master plan, Superhighway A is part of a vision of increasing population, increasing traffic and increasing speed of travel - a vision of a city intent on achieving and channelling Progress.

2.3.2. Waterfront Highway

Before the decade had ended, the Planning Board seemed to react more immediately to present problems raised by the surge of post-war development. In its Official Plan of 1949, the Board now identified a simplified highway network needed "to meet existing demands and to some extent demands arising from future development". The future Gardiner had changed its name to the Waterfront Highway and was recommended simply "because of the evident over-loaded conditions of Lake Shore Boulevard" and the necessity of bypassing Sunnyside and the CNE during their seasons of most intense use.

The Waterfront Highway was to start at the Humber and approach downtown along the Hydro right-of-way, a route eventually followed by the Gardiner. It was, however, noted (in an early recognition that the demands of general urban existence can be at odds with the more specialised claims of traffic movement) that "from Bathurst Street to the Don no acceptable location exists for the construction of a new highway" and that existing streets in the area would have to be widened. But it was central to the plan that, if the core of the city continued to grow, then new highways, as necessary servants to life and work downtown, must be anticipated.

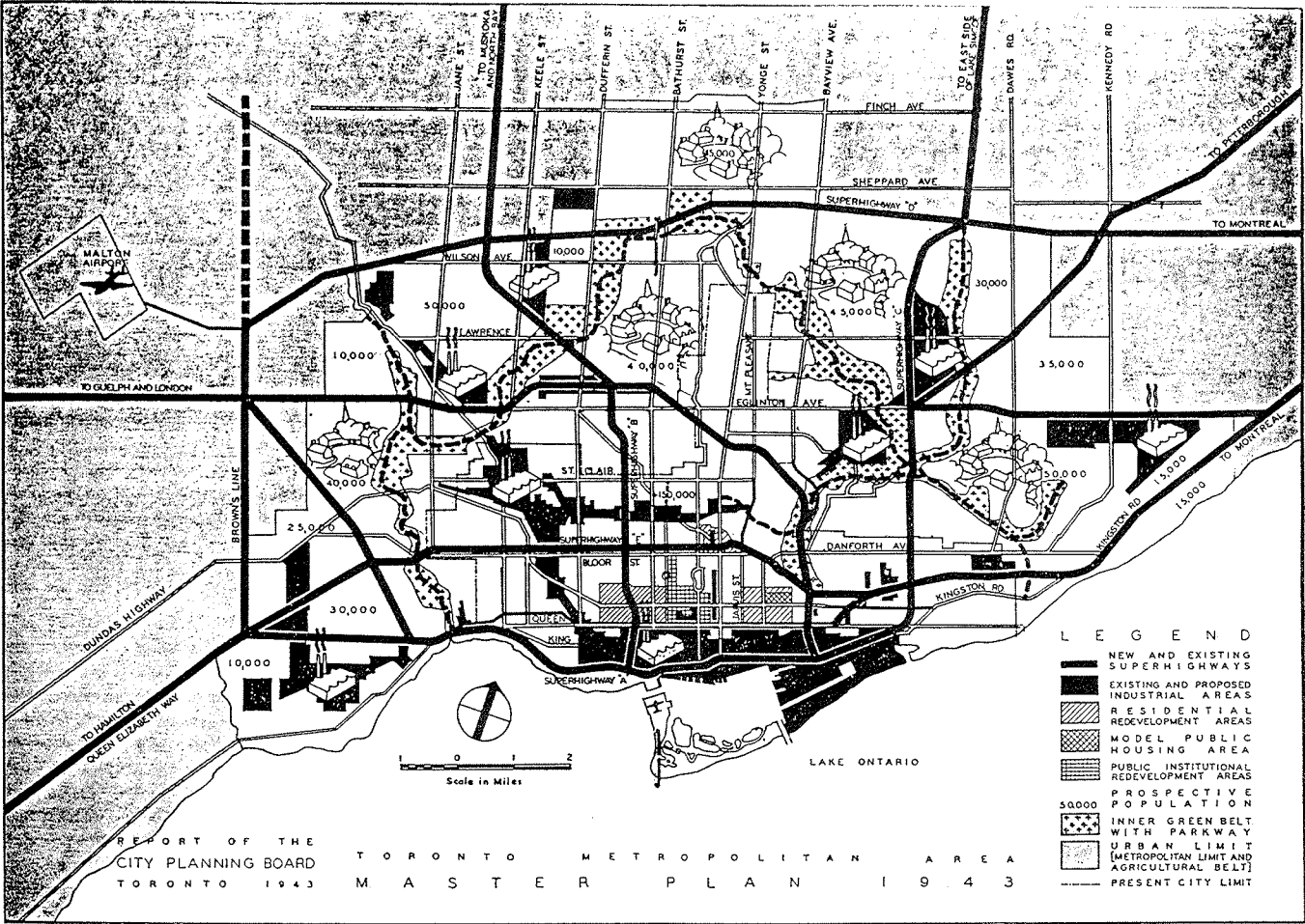


Figure 5 - Master Plan for Toronto 1943

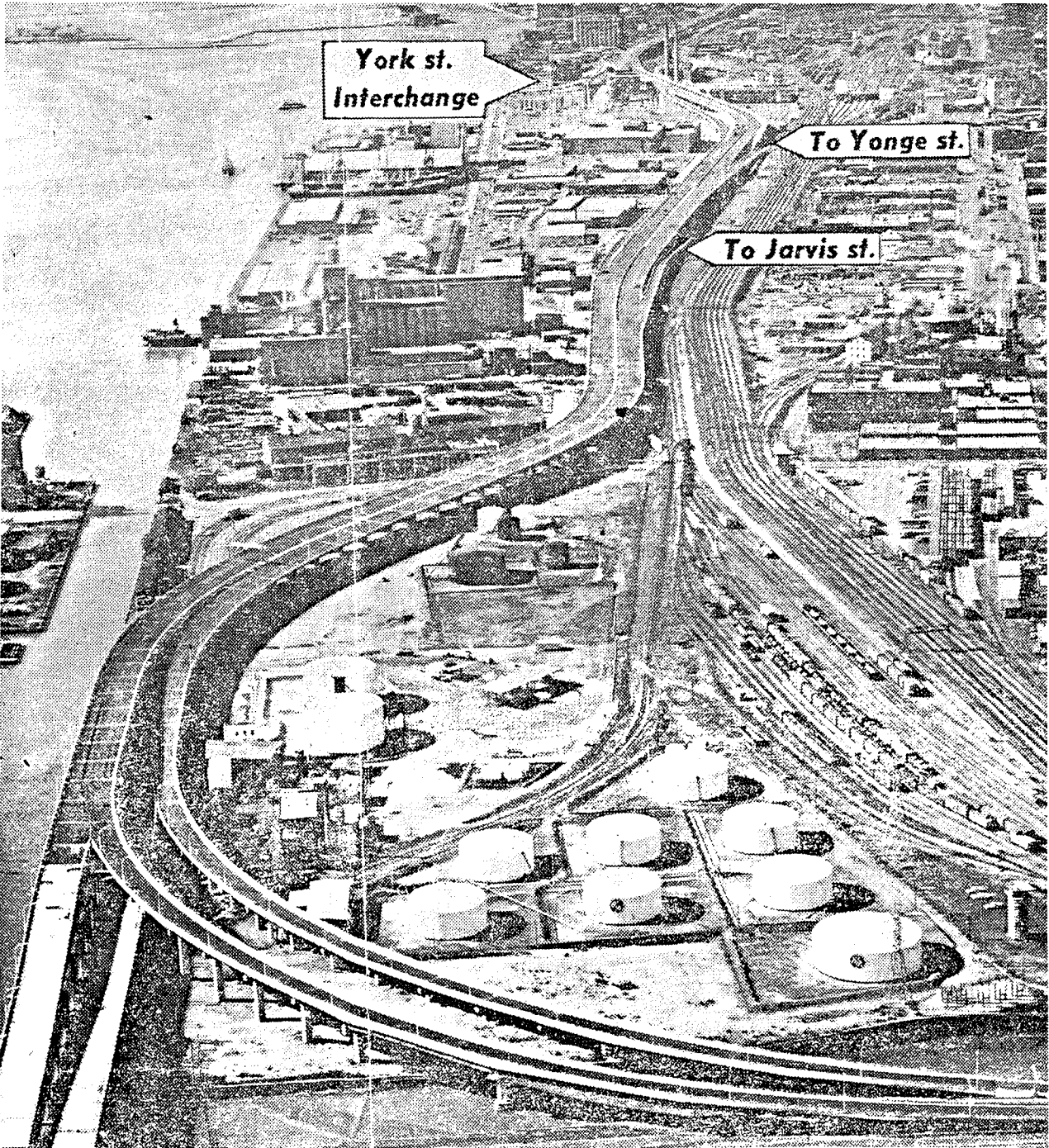


Figure 6 - The Gardiner Expressway complete 1964

2.3.3. Lakeshore Expressway

With the creation of Metropolitan Toronto and the chairmanship of Frederick Gardiner at the beginning of the 1950's, the balance between reaction to traffic congestion and maintenance of the continuity of the urban fabric from downtown to waterfront was tipped in the direction of highway creation.

Championed by Gardiner and very much expressive of its time and place - an optimistic era in a city jumping from regional centre to national, even international, prominence - the expressway programme quickly moved from the speculative to the expected. By the end of 1953 a Coordinating Committee of the Metro Roads Committee had been appointed to provide a 'functional plan' for what was now known as the Lakeshore Expressway.

As debate on the route of the new highway continued through 1954, the essential ambiguity of a downtown expressway emerged - was it a traffic artery to be designed on absolute principles or an urban structure subject to subtle and diverse influences of traditional city form? Norman Wilson, head of one of the engineering firms retained to advise on the route, withdrew his name from the final report, noting that the project was "a good traffic medium, but . . . so contrary to the public interest, so devoid of city-planning forethought, as not to permit its endorsement on my part". Interference with public use of the waterfront and intrusion of a heavy structure into an existing streetscape were the points at issue; foreseeing the importance and civic impact of the future expressway, Wilson noted that "whatever structures are built now will remain for generations".

Similarly, the Board of Trade submitted a brief to the Roads Committee after the Committee had recommended approval of the expressway to Metro Council. The brief acknowledged that "an expressway is not being designed, nor is it intended, for leisurely travel or scenic enjoyment; it is a strictly utilitarian highway . . ." but emphasised the importance to civic well-being of a habitable waterfront: "The decision regarding a Toronto expressway is a critical one, and will determine, probably for all time, whether our citizens are to be granted the enjoyment which the fortunate position of the city makes so easily possible, or whether we are prepared to sacrifice what we have now and its future potential for an expedient traffic route."

The highway-versus-urban-fabric debate had not been resolved by the time approval had been granted at the end of 1954 - it continues, in fact, to the present. In any case construction began at the western end of the waterfront route in March 1955. The expressway was under way.

2.3.4. Gardiner Expressway

Despite periodic resurgences of opposition (such as an alliance of 15 historical, conservation and veterans' societies in 1958 to fight the encroachment of the expressway on Fort York), construction proceeded smoothly. In honour of its prime mover, the project was renamed in 1957 (presumably for the last time) as the Frederick G Gardiner Expressway.

By 1962 it was open to Spadina and connection to the Don Valley Expressway (begun in 1957) was expected by 1966. In the end, the full 7 miles were complete by November 1964; a photograph (Fig. 6) taken in the week before official opening shows the finished structure (with the extension to Leslie Street already begun in the foreground) complete with such original and long-departed flourishes as 'Day-Light' fluorescent fixtures built into the centre strip and ice-melting coils buried in several of the ramps.

For the next twenty years, Toronto lived with the Gardiner and grew around it - there is apparent cause-and-effect in the virtual reconstruction of the central business district, beginning with the Toronto Dominion Centre, coinciding with the completion of the Gardiner.

Evaluation of the Gardiner as a civic structure has been constant, if somewhat piecemeal. Early signs of a more critical view of city expressways appeared shortly after the Gardiner's completion: Preliminary plans for a Scarborough Expressway extension were complete in 1965 but have remained effectively in suspension since, and plans for a Crosstown Expressway north of Dupont to supplement the Gardiner's east-west trajectory were considered and rejected in 1966.

As developments along the waterfront - most notably Harbourfront and Metro Centre/Railway Lands from the late 1960's to the present - have drawn intensified activity and notice to the vicinity of the Gardiner, the expressway structure has become a presence of increasing potency in the texture of Toronto life.

This guide will now examine the conditions that indicate the current position of the Gardiner in the city.

3. THE CURRENT CONDITION OF THE GARDINER

3.1. Introduction: The Scope of the Gardiner

3.1.1. The Gardiner as Land

The Gardiner's path through the heart of the city must be seen not only as a highway but as an area of land. In the four miles of central elevated structure on which this guide concentrates, the land occupied by the Gardiner totals some 60 acres (24 hectares), much of it unused or under-used.

In the context of other central development areas - Harbourfront approximating 100 acres (40 hectares) and the Railway Lands 200 acres (80 hectares) - the Gardiner qualifies as a significant parcel of land by virtue of its size alone and without reference to its unique position along the full length of the central waterfront. Moreover, as an elevated expressway has an effect on the land to either side of its structure and is not limited in impact to the land directly under its road deck, the effective calculable area of the Gardiner corridor increases by 5 acres (2 hectares) for every 10' (3 m) strip of land on either side of the road deck that is assumed to fall within its envelope of influence. If the presence of the Gardiner affects urban conditions within a minimum of 40' (12 m) on either side of its path, for example, an area of 100 acres (40 hectares) of central city land is here under consideration. Simply as land, open to intensified or revised use, the Gardiner has enormous potential.

3.1.2. The Gardiner as Structure

An elevated expressway, as a built object, has height, width and length - it is effectively a building with 3-dimensional presence in the city. The central section of the Gardiner examined by this study has 291 bays, all of varying dimensions but approximating a width north-south of 110' (34 m) and length east-west of 65' (20 m) and with a height up to 70' (21 m - equal to a 6-storey building).

Similar as it is to a building, albeit monumental in scale and almost unique in its qualities - the roof, for example, is actually a roadway which, although an unusual condition, has such precedents as the Fiat complex in Turin, Italy (Fig. 7) and the 'linear city' in Tokyo (Fig. 8) - the Gardiner is subject to urbanising principles, common in the present decade, which consider existing urban structures for conversion or improvement to new uses as the pattern and location of surrounding urban amenities undergo change.

3.1.3. The Gardiner in the Context of the City

The Gardiner cannot be examined in isolation from larger currents of development in Toronto. It has an effect on, and is affected by, activity immediately adjacent to its path. Moreover, because of its size and status as the major traffic artery for the entire central core, it has a similar reciprocal relation with developments located at some remove from its physical boundaries. For appropriate revaluation of the Gardiner as a living part of Toronto's fabric, it must be seen in light of current tendencies in overall downtown planning and development.

2. Parallel (east-west) streets

Lakeshore Boulevard is the only parallel street that occupies land immediately adjacent to the Gardiner. It is a Metro road and, as it shares some of the characteristics of the Gardiner such as high-speed multi-lane traffic in a position vital to the reintegration of Toronto's urban fabric, should be considered subject to examination for improvement at the same time as the Gardiner. Its suitability for examination is underlined by its frequent location, when not alongside the expressway, immediately beneath it.

3. Public property

Land administered by public agencies - Exhibition Place, Fort York, Harbourfront, Toronto Harbour Commissioners, and smaller parcels owned by Metro, provincial and federal governments - occupies a large proportion of the contiguous land and offers opportunities for wide-ranging cooperative schemes for improvement, commensurate with those agencies' mandates and with mutual benefit to Gardiner and property owner. Further, there exists the present opportunity to coordinate developments, which might be limited in their scope to either the Gardiner proper or to the adjacent property only, so as to guide those developments in a direction that would minimize conflicts among the claims of the Gardiner, of the adjacent land, and of the city at large.

4. Private property

The bulk of the adjacent land that is owned privately lies in the Railway Lands (controlled by Canadian National and Canadian Pacific) between Bathurst and Yonge, although CP also owns considerable land between Strachan and Bathurst and CN controls land at the eastern extremity of the central Gardiner corridor. The remainder of the private land, either immediately adjacent to the Gardiner or separated only by Lakeshore Blvd, occupies the section roughly between Yonge and Cherry where parcels are under a variety of ownerships such as Toronto Star, Victory Soya Mills, Canada Malting, and Canada Iron Foundries.

The comments offered about public property above can be considered to hold for private property as well, particularly in light of the increasingly perceived viability of public/private sector cooperation. That is, A. cooperative schemes for improvement and B. guidelines for coordinated development can be proposed.

Similar comments would apply if the influence of the Gardiner were considered to extend northward further into the city beyond adjacent lands: Mechanisms for cooperation could be established.

3.2.3. Location

The foregoing look at what might be called the Gardiner Lands contains one major assumption: That the Gardiner will remain in its present alignment.

Examination of this assumption must consider two points:

1. The Gardiner is an immense structure. The difference in the appearance of Toronto that can be seen when comparing the view in 1960 (Fig. 9) with a recent view (Fig. 10) indicates the prominence that the Gardiner has assumed as a presence on the face of the city. The disruption of city activity and the cost of relocating the structure militate strongly against a change of alignment.
2. Previous speculation on relocation - most recently during consideration by City Council of the Railway Lands Part II: Concept Plan - has resulted in recommendation that relocation is not a reasonable option to pursue. Disruption, undesirable demolition, cost, and reduction of usable land appear to play a part in such statements of civic position.

The combination of physical and political improbability brought to bear on the issue of relocation suggests strongly that the present Gardiner alignment is, if not permanent, likely to remain indefinitely. Consequently, this guide posits the future possibilities of the Gardiner on its present location. This permits a precise view of current conditions around the structure as a basis for future proposals but, at the same time, does not prevent future proposals from presenting again the possibility of radical reconstruction of the Gardiner.

3.3. Current Condition of the Structure

3.3.1. The Gardiner as a maintainable structure

Concern is frequently expressed about the durability of the Gardiner structure. Highly visible repairs to surface concrete and to steel reinforcing underneath, as well as leakage of water through the road deck, suggest that physical decline of the structure threatens its survival.

Metro Roads, however, has recently committed itself to a twenty-year programme of maintenance and improvement (with such objectives as renewed waterproofing of the entire deck) which can be presumed to maintain and perhaps increase the longevity of the structure. Moreover, as research into control of salt corrosion of steel - the primary cause of the Gardiner's decline - continues to intensify, increasingly effective methods of maintenance can be anticipated.

The Gardiner, still young in absolute terms, emerges as a durable structure when apparent decline is seen to be superficial and controllable.

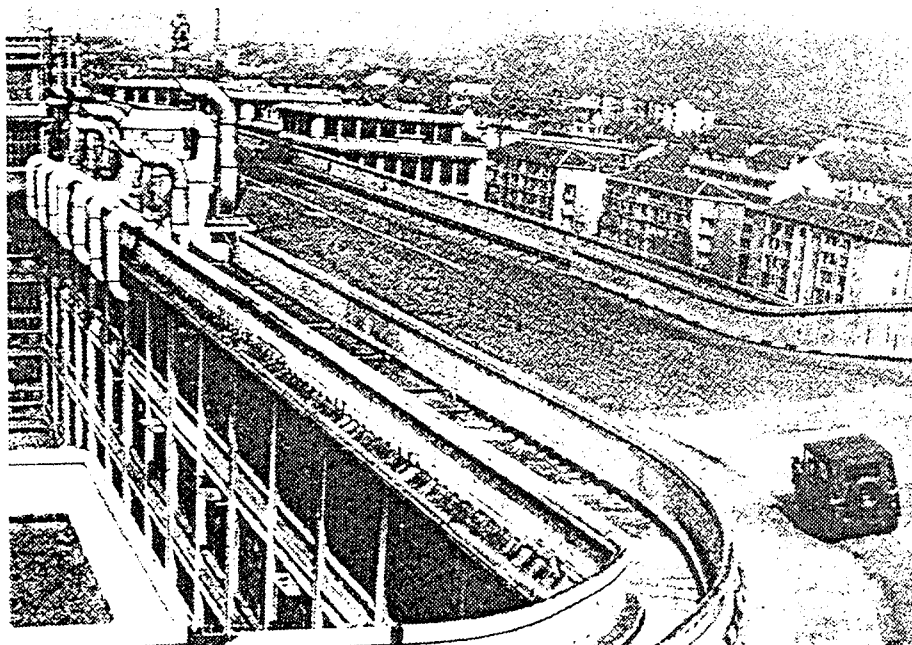


Figure 7 - The expressway as building (Turin)

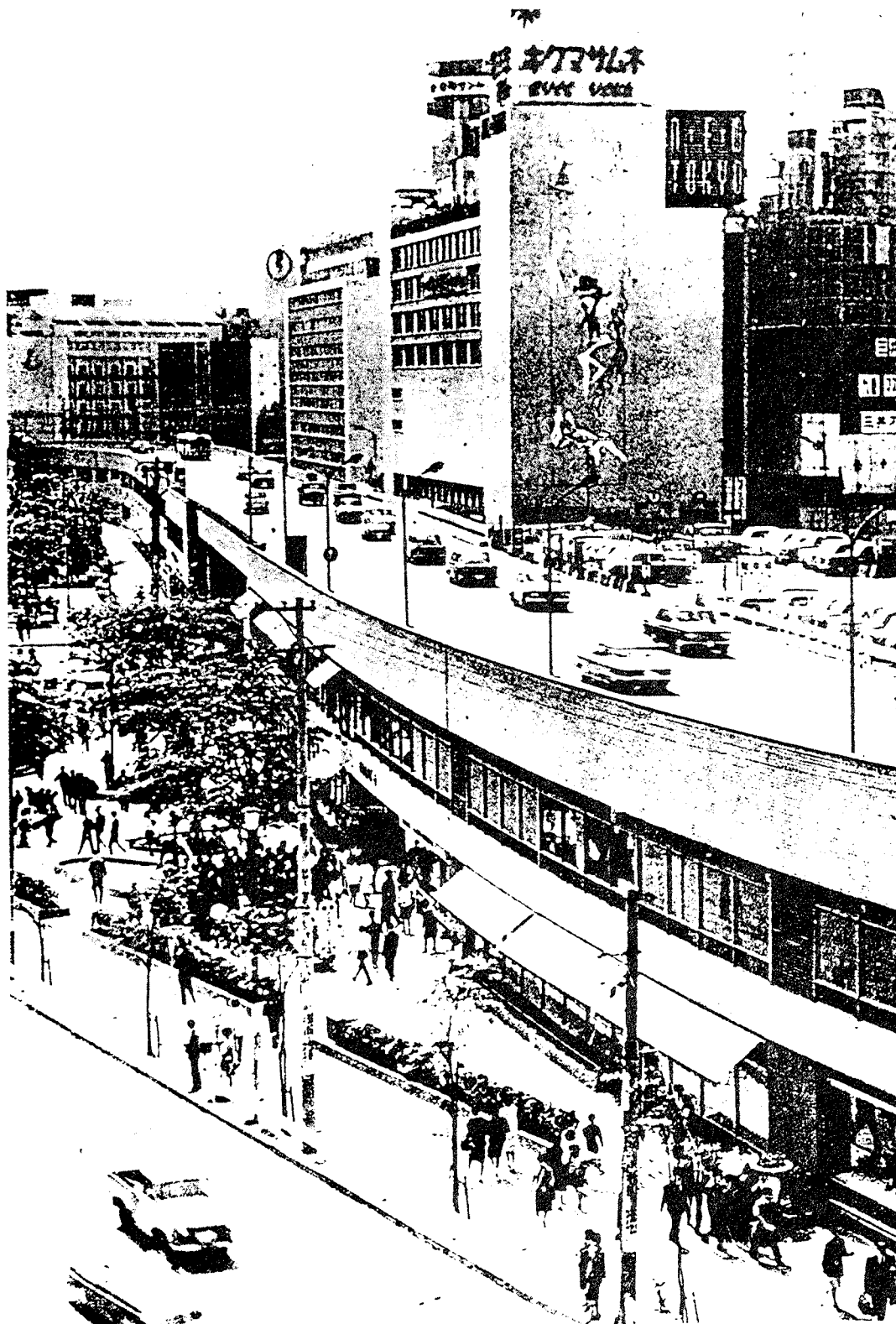


Figure 8 - The espressway as building (Tokyo)

3.2. Current Condition of the Land

3.2.1. Ownership

The land occupied by the Gardiner is owned by the Municipality of Metropolitan Toronto. Examination of the surveys carried out at the time of construction suggests that the width of the land owned equals the width (which is variable) of the road deck above. A current study by the City of Toronto Planning and Development Department will establish the precise pattern of ownership both in and alongside the Gardiner corridor as a necessary background for discussions that will be required between City and Metro about future action on improvements to the Gardiner.

The expressway generally follows unbuilt land (either vacant or occupied by rail or roadway at grade). Where it intersects a building, as at the Loblaws building east of Bathurst, an easement grants Metro the land where the expressway columns are located; the building remains in private hands.

The density rights above the road deck, as well as below the deck but above grade, are also controlled by Metro. Consideration of proposals that take advantage of the capacious residual volume defined by the Gardiner's path (which can be seen as extremely low density land use when compared to common central city uses) must be made in consultation with Metro.

Perhaps the paramount characteristic of Gardiner land ownership is its public nature. Development and improvement can be pursued by consensus as for any public amenity with potential for advantage to the life of the city.

3.2.2. Adjacent land

The reciprocal influence of the Gardiner and the land adjacent to its boundaries implies that future development of the Gardiner corridor could depend in large part on cooperative or coordinated action between public and private agencies. An examination of the various types of land along the corridor suggests a breakdown as follows:

1. Perpendicular (north-south) streets

Both Metro and City streets pass under the Gardiner (a total of 13 in the central section under consideration here, including proposed but yet unbuilt interconnections of Harbourfront and the Railway Lands). These are very important linkages between city and waterfront; the influence of the Gardiner should be acknowledged to extend a considerable distance - visually, psychologically and in terms of possibilities for future improvement - along these streets and into nearby neighbourhoods.

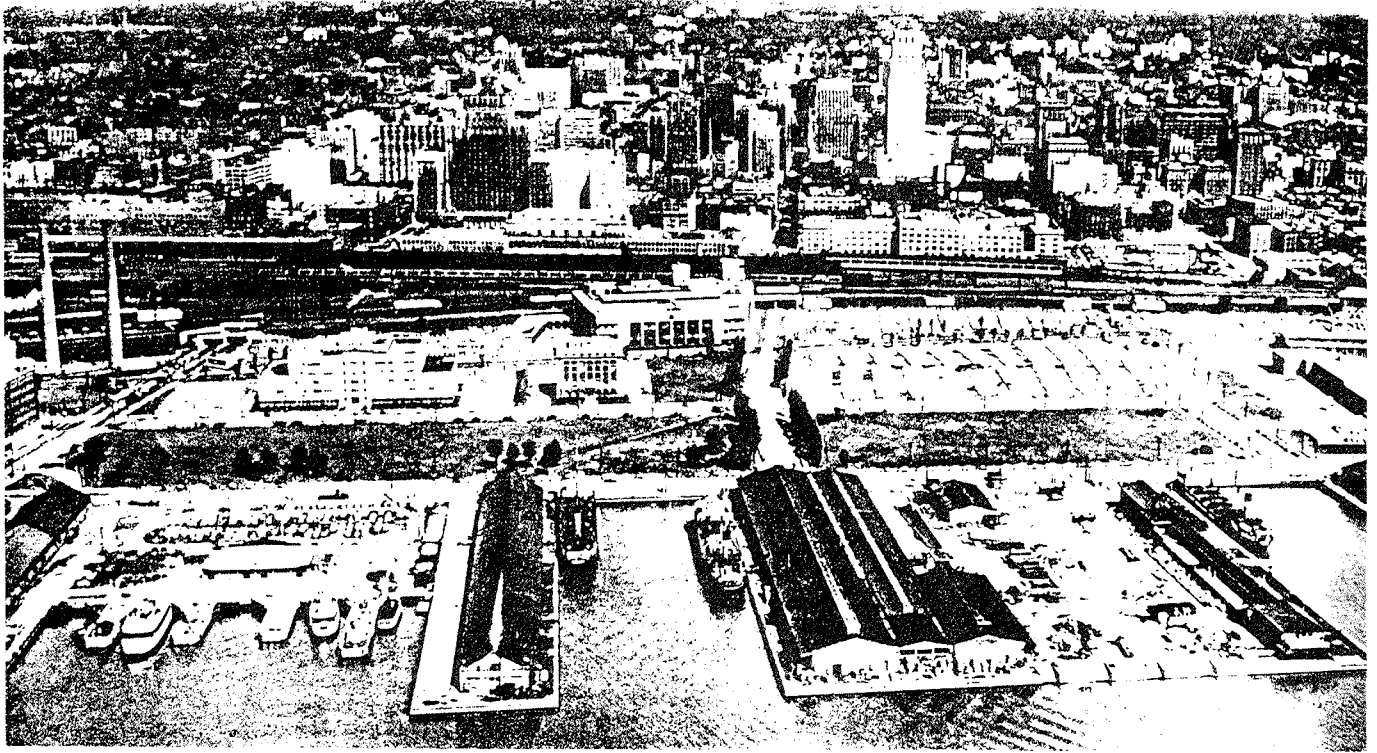


Figure 9 - Central Toronto from the bay, early 1960's

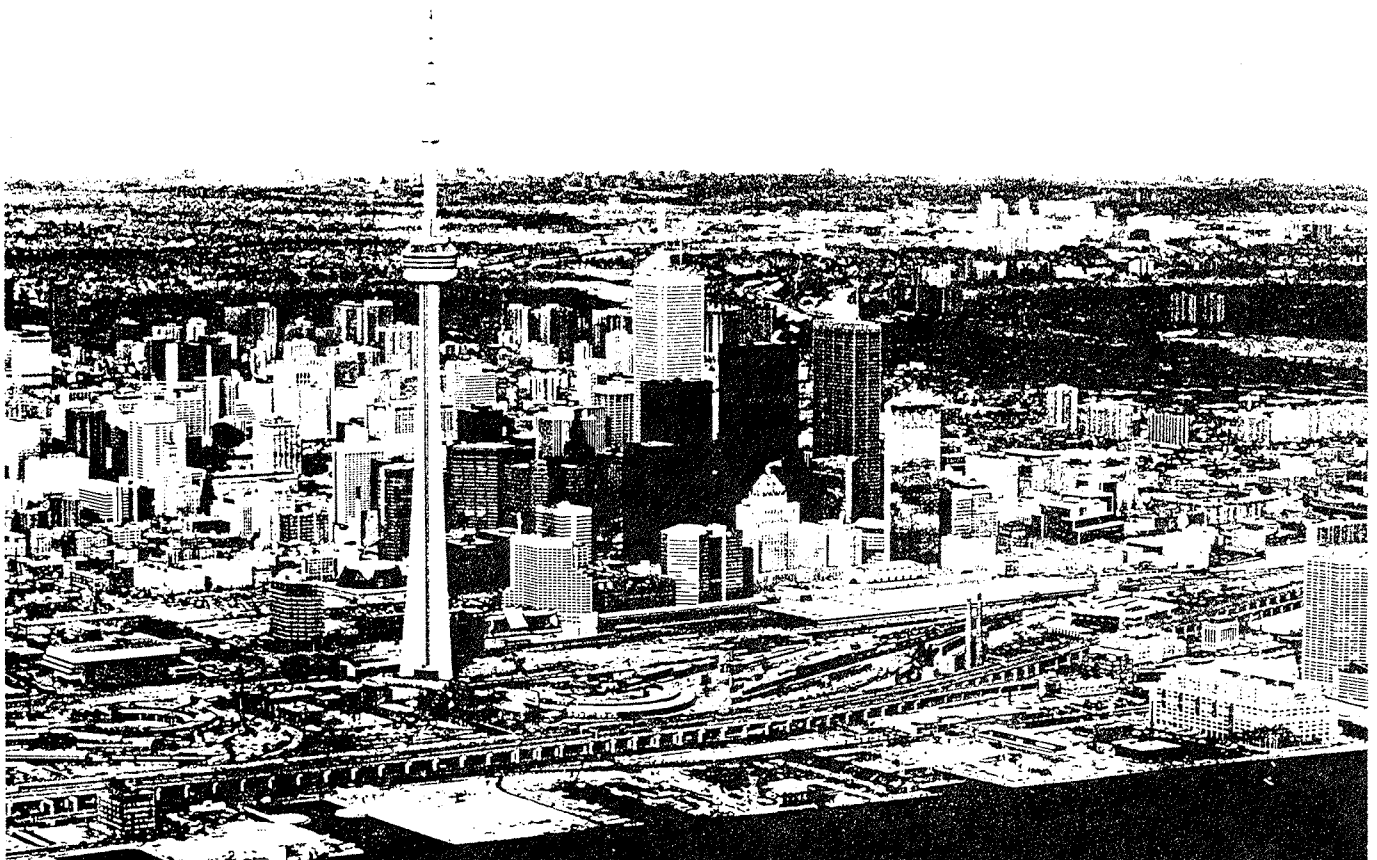


Figure 10 - Central Toronto from the bay, mid 1980's

3.3.2. The Gardiner as developable structure

This guide, in considering the Gardiner as a presence full of potential for change, has at its centre the proposition that desirable change is not impeded by excessive physical restraint.

In order to test this proposition (and in order to provide an inventory of conditions along the Gardiner - number and location of bays, street intersections, ramps - for reference in future work), the Gardiner was investigated to determine what it is like, when considered as a built object, from the ground up.

The inventory maps appear in Appendix A. The structural bays can be grouped into 3 main types which share similar characteristics and which suggest relative appropriateness for development:

1. Colonnades

These are the bays where the structure is largely open and, although varying constantly in height, form easily accessible volumes of space. The ground plane in the bays is either unused or occupied by a roadway on which the traffic is at grade and does not occupy the full volume of the bay. (Minor and aberrant conditions are those bays filled in for use by the CNE and the three bays of the Loblaws building; these may be considered to be of the colonnade type and in fact suggest the sort of future use that might be proposed.)

2. Gates

These are the bays that occur at north-south streets and are therefore occupied by roadway and associated open space. Like the colonnade type, they are largely open volume; unlike the colonnade type, which occurs often in proximity to built-up land, they offer opportunity to consider tying the Gardiner more carefully into the fabric of the city to north and south.

3. Ramps

These are the bays that are at least partly enclosed by ramps from Gardiner deck to grade. The volume of space in the bay is therefore less accessible from either north or south, or both, although it is far from inaccessible - as current use of some such areas for parking at grade demonstrates. There is a greater complexity of the typical column and beam structure in these bays because of the varying road deck heights within a single bay; the volume in the ramp type, as in the other two types, nonetheless offers opportunity for accessible, developable use.

When the types of bay are located, and named to reflect location or surrounding conditions, a picture of the Gardiner can be set out as follows:

<u>Type</u>	<u>Name</u>	<u>Location</u> (Bay numbers)
Colonnade	Exhibition	1-46
	Fort York	49-83
	Bathurst Quay	84-91
	Portland	94-103
	Spadina East	118-125
	Simcoe West	144-148
	Simcoe East	151-157
	York East	163-175
	Yonge West	181-184
	Yonge East	187-192
	Jarvis West	199-204
	Sherbourne East	216-220
	Parliament West	227-236
	East Harbour	239-253
	Keating	257-290
Gate	Strachan	46-49
	Bathurst	83-84
	Portland	91-94
	Spadina	112-115
	John	132-137
	Simcoe	148-151
	York	160-163
	Bay	175-178
	Yonge	184-187
	Jarvis	208-211
	Sherbourne	220-223
	Parliament	236-239
	Cherry	253-257
	Don	290-291
Ramp	Spadina West	103-112
	Spadina East	115-118
	John West	125-132
	John East	137-144
	York West	158-160
	Bay East	178-181
	Yonge East	192-199
	Jarvis West	204-208
	Jarvis East	211-216
	Sherbourne East	223-227

If the structure under the road deck possesses this variety of conditions which can be seen as subject to proposal for change, the road deck itself and the air volume above it (cf. earlier reference to density rights) constitute an uncomplicated open space for consideration. In the present stage of expressway development - in which new approaches are invited but remain largely untested - there is immense opportunity for diverse proposal.

3.4. Current Conditions of the City Context

3.4.1. The context of development

Development in the vicinity of the Gardiner - development meaning change in the texture of the urban fabric, change as readily caused by the removal of structures as by their construction - is presently alive with activity both contemplated and in progress.

The presence of the Gardiner will play a part in this activity; it will be affected by development and it will affect development. An outline of the activity, including a brief description of the various developments and an indication of the implications of the Gardiner's presence, follows:

1. Railway Lands

A. Description

The land bounded by Bathurst, Front and Yonge Streets and by the Gardiner is intended for development by Marathon Realty and CN Real Estate over the next 20 years as an amalgam of office space (as a new financial district), of parkland and cultural facilities, of housing in the western sector and of the new stadium now under construction.

At the same time, an infrastructure of roads, bridges and building services will transform the land into a continuation of the urban fabric that exists north of Front St. The southern limit of this fabric will be the Gardiner corridor. (See Fig. 11)

B. Implications

- ° Housing, parkland and offices will abut the Gardiner. Development of the Gardiner lands and of the Railway Lands in this area will have mutual impact on built form and views.
- ° Increased population and activity in the Railway Lands implies a higher volume of pedestrians and vehicles penetrating the Gardiner corridor.
- ° Housing development implies addition of a new residential neighbourhood to Toronto. This neighbourhood will include the Gardiner corridor as a local feature or amenity.



Figure 11 - The Gardiner lands as the southern limit of the Railway Lands

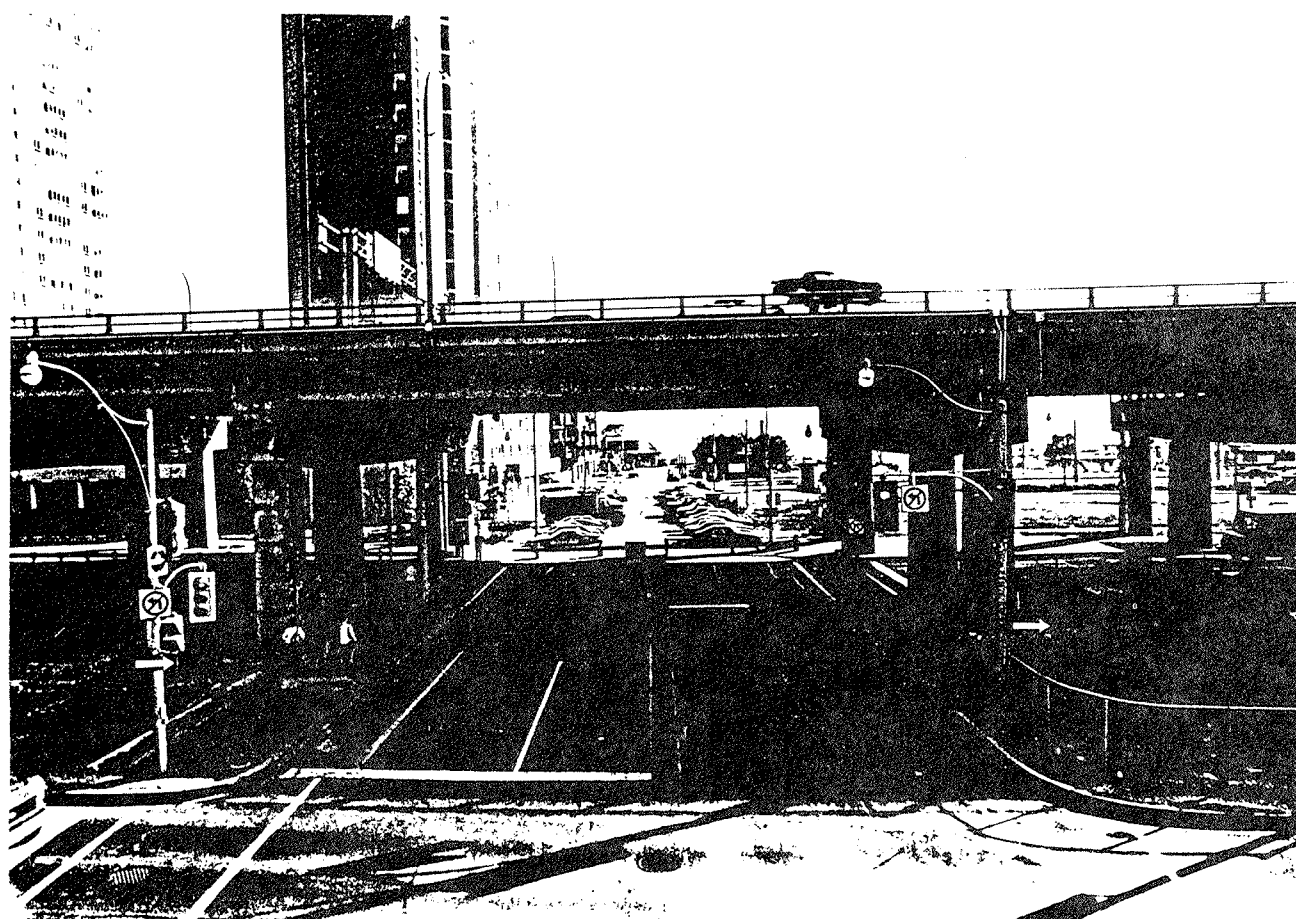


Figure 12 - The Gardiner lands as the northern limit of Harbourfront:
The John St gate to the waterfront

2. Harbourfront

A. Description

Harbourfront occupies the land bounded by Stadium Road, the waterfront, York Street and the Gardiner. Its primary goal is "to extend Toronto's downtown right to the city's water's edge, in a scale, character and quality of design that will make people welcome and comfortable year-round". Its 1980 Official Plan - and the thrust of its development over the past decade - indicates a mixture of public outdoor spaces, recreational and cultural facilities, various housing types and improved access as the proper method for achieving this goal.

Harbourfront will be connected through the Gardiner corridor to the city grid at six points. Just as the corridor is the southern limit of the Railway Lands in the pivotal central section of the city, so the corridor is the northern limit of Harbourfront. (See Fig.12) The Gardiner therefore becomes the boundary between these two major developments and essential to the successful reintegration of Toronto's urban fabric to which both developments are dedicated.

B. Implications

(These are similar in each case to implications arising from the Railway Lands.)

- ° Housing, parkland and a market will abut the Gardiner. Development of the Gardiner lands and Harbourfront in this area will have mutual impact on built form, views, connection of city to water.
- ° Increased population and activity at Harbourfront implies a higher volume of pedestrians and vehicles penetrating the Gardiner corridor.
- ° Housing development implies addition of a new residential neighbourhood to Toronto. This neighbourhood, especially as built immediately adjacent to the Gardiner, will include the corridor as a local feature or amenity.

3. The Canadian National Exhibition grounds

A. Description

The CNE grounds are adjacent to the westernmost section of elevated expressway, from Dufferin to Strachan, and stretch southward to Ontario Place and the lake. Land under the Gardiner is currently used by the CNE for a hospital, workshops, a GO transit station, storage and parking. (See Fig. 13)

The exhibition grounds are the subject of a recent report to Metro that outlines strategies for rejuvenation. The grounds can be assumed to remain the home of the CNE and of agricultural and trade fairs; future changes, however, may include greatly expanded cultural and recreational facilities, commercial development, and directions which can react to larger forces in Toronto life such as a World's Fair or Olympics.

B. Implications

- ° Potential CNE development will abut the Gardiner corridor.
- ° Increased activity in the grounds (and in the Massey Ferguson developments north on Strachan) implies increased need for accessibility across the Gardiner corridor east of the grounds to connect the grounds clearly to the central city.

4. Fort York

A. Description

The complex of fort, park and burial grounds north of the Gardiner between Strachan and Bathurst is expected to take a stronger and more visible position in the city. Current plans for stabilisation of the historic fabric of the fort constitute the first stage in an anticipated movement towards reorientation of the fort to the south, towards addition of new facilities, and towards re-establishment of the fort and its grounds as a prominent and vital reminder of the origins of Toronto.

B. Implications

- ° The position of the Gardiner on the south limit of the grounds (see Fig. 14) implies integration of Gardiner development with new orientation of the fort and with possible new facilities.
- ° Increased activity in the grounds implies a need for increased access and visibility across the corridor.

5. World Trade Centre

A. Description

The area bounded roughly by Bay and Yonge Streets, Queen's Quay and the Gardiner is currently proposed as the site for development of a World Trade Centre: residential and commercial towers allied with low retail structures and open plazas. (See Fig. 15) It is intended

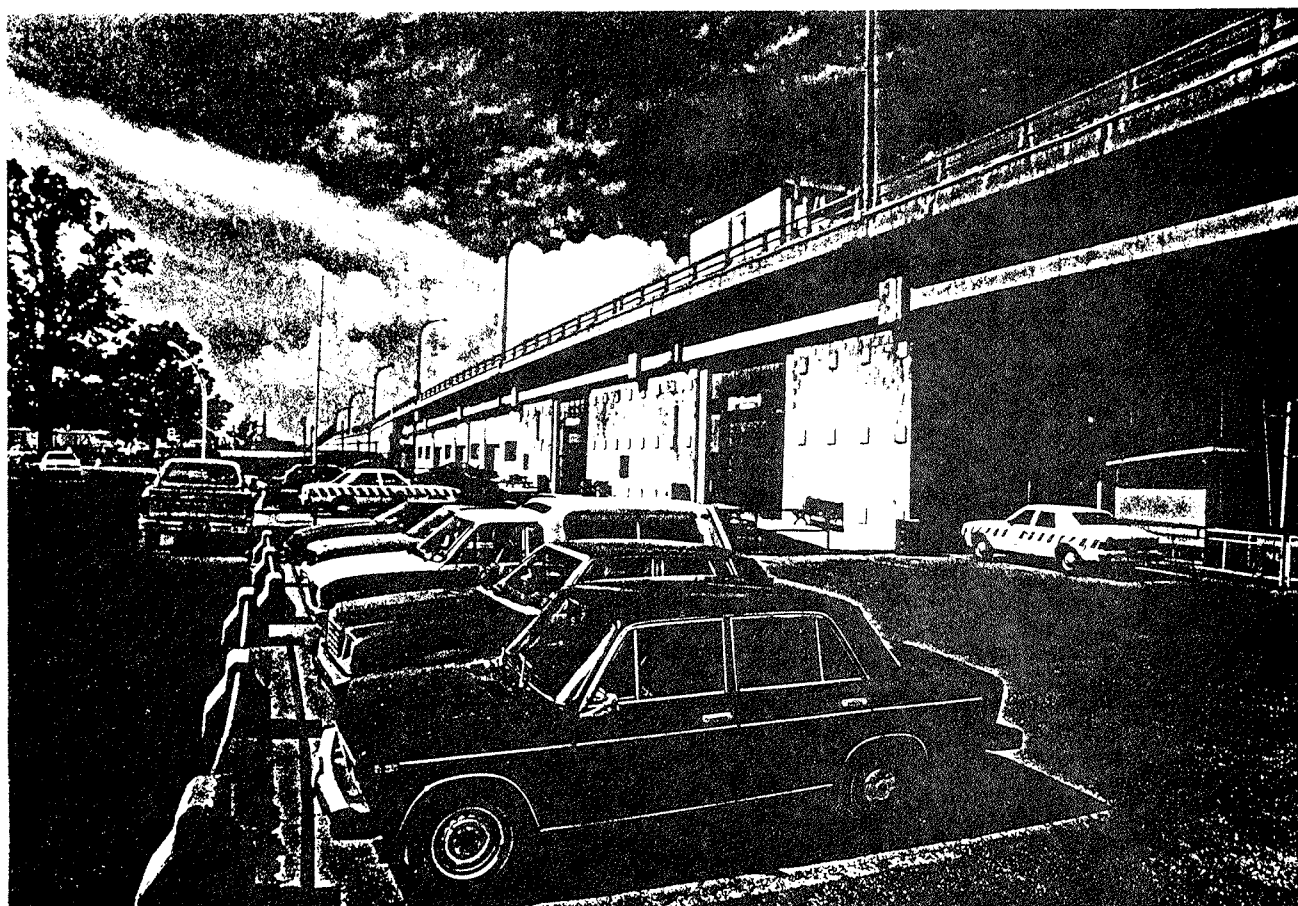


Figure 13 - The Gardiner lands as the northern limit of the CNE grounds:
Hospital and workshop infill

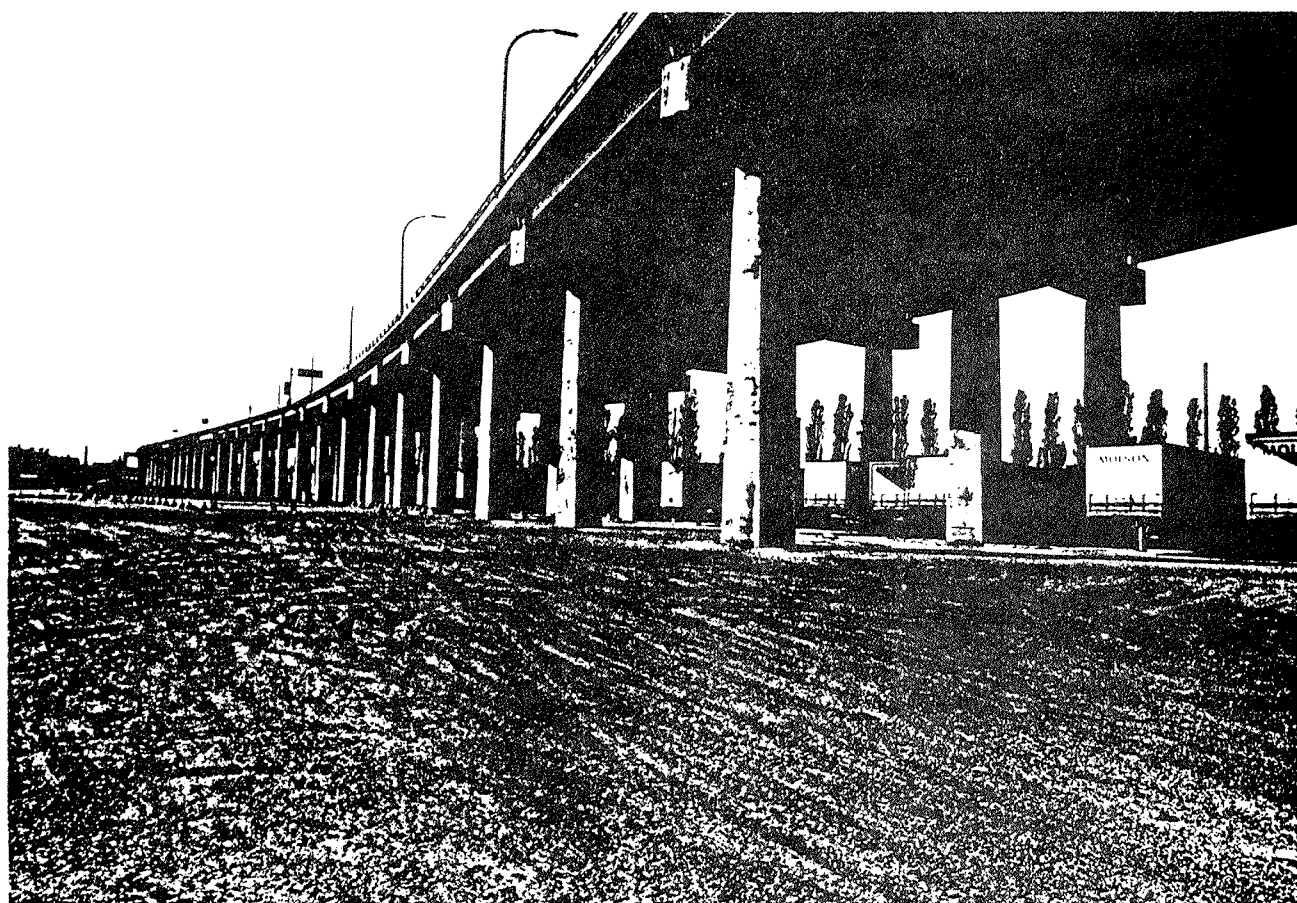


Figure 14 - The Gardiner lands as the southern limit of Fort York:
Open ground and Fort York poplars in the background

to revitalise the foot of Yonge St and to connect the business life of downtown to the central waterfront.

B. Implications

- ° Development abutting the Gardiner corridor and potential development in the corridor will have mutual impact.
- ° Increased population and activity south of the Gardiner implies more penetration of the corridor. (This is similar to an implication of Harbourfront development.)

6. Alterations to the Gardiner

A. Description

Current proposals for alterations to the Gardiner as a traffic artery include:

1. Front Street Extension - Connection of the Gardiner by new ramps in the Strachan/Bathurst area to a possible extension of Front St.
2. Central ramp alteration - Possible addition, deletion or relocation of access ramps in the central city section.
3. Widening - Possible increase in the number of lanes west of Dufferin.

These proposals can be seen as responses to the present congestion on the Gardiner as well as foreseeable congestion as more people and activity flow into the central clearing house of city life served by the Gardiner.

B. Implications

- ° Changes in physical size and organisation of the Gardiner will affect its own lands on either side of it and therefore the possibilities of development. Possible mutual effect, noted above in relation to other developments, will alter in detail but not in kind.
- ° Capacity for more traffic implies that more traffic will indeed use the corridor. The volume of traffic penetrating the corridor to city or waterfront will increase correspondingly.

7. Other developments

There are many other developments contemplated within the shadow of influence cast by the Gardiner. Many more will no doubt appear over the next few years.



Figure 15 - The Gardiner lands as the northern limit of the
World Trade Centre



Figure 16 - The city as seen from the Gardiner:
The expressway as viewing platform

There are, for example, intentions for large-scale industrial and residential development south of the Keating Channel in the east harbour area. There have been schemes for decking over the Gardiner west of Dufferin to provide a base for housing development; such schemes, although currently subject to no visible action, are neither physically impossible nor dismissable on political or financial grounds.

There is also the present possibility that land owned in smaller parcels (such as the land occupied by the Ontario government which has long-term plans to move OPP operations from their location abutting the Gardiner corridor) will be the site of new developments arrayed against the context of the larger motions outlined above.

In the end, examination of larger and smaller intentions, of present and future initiatives, indicates both the physical necessity and the physical possibility of integrating development in and alongside the Gardiner corridor as the central city grows and changes.

3.4.2. The context of issues

In erecting a picture of the Gardiner's place in the city, it is advisable to move beyond the lands immediately adjacent and to consider the broader issues of civic policy and possibility as they might intermingle with implications of the Gardiner's presence. A review of issues suggests that the Gardiner might take a significant part in the continuing definition of a commodious *modus vivendi* for Toronto.

These broader issues, and the Gardiner's possible involvement, include:

1. Views

Comprehension of the city has long been thought to depend on a visual orientation of the observer to the shape of the city. The Gardiner is uniquely placed to provide unexcelled public views of the core and of the urban fabric spreading outward from that central focus. (See Fig. 16)

Not only views from the Gardiner but also views through the Gardiner corridor can be asumed to be important to maintenance of central Toronto's legibility to its inhabitants and visitors.

Legibility has been touched upon in the preceding section - in the consideration of sympathetic development along the corridor and of the clear and frequent penetration of the corridor - and can be seen as an issue spreading more deeply into the life of the city as central density and activity increase in the future. Visual

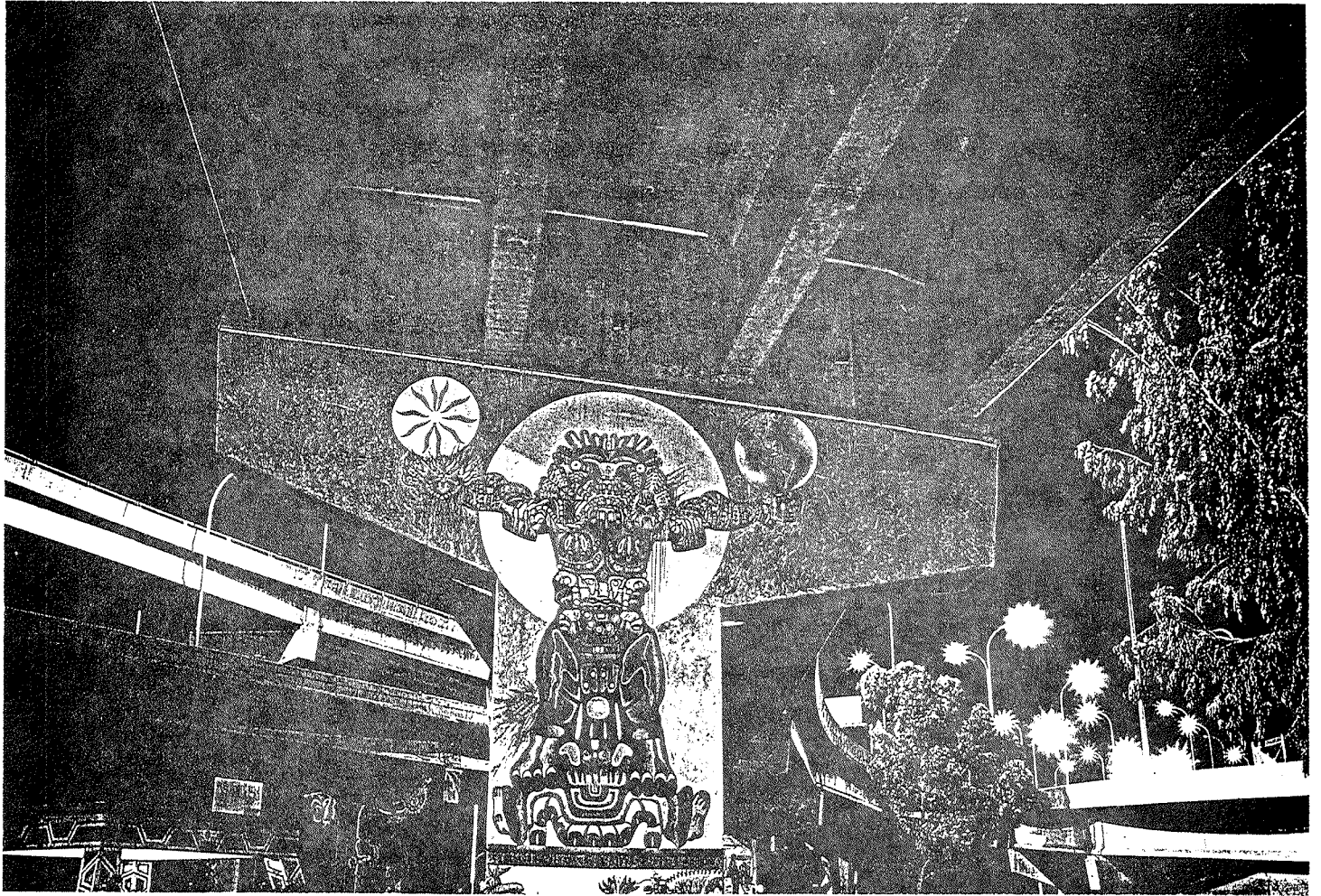


Figure 17 - Decorated structure of the Coronado Bridge, San Diego:
The expressway as a gallery for local artists and travellers

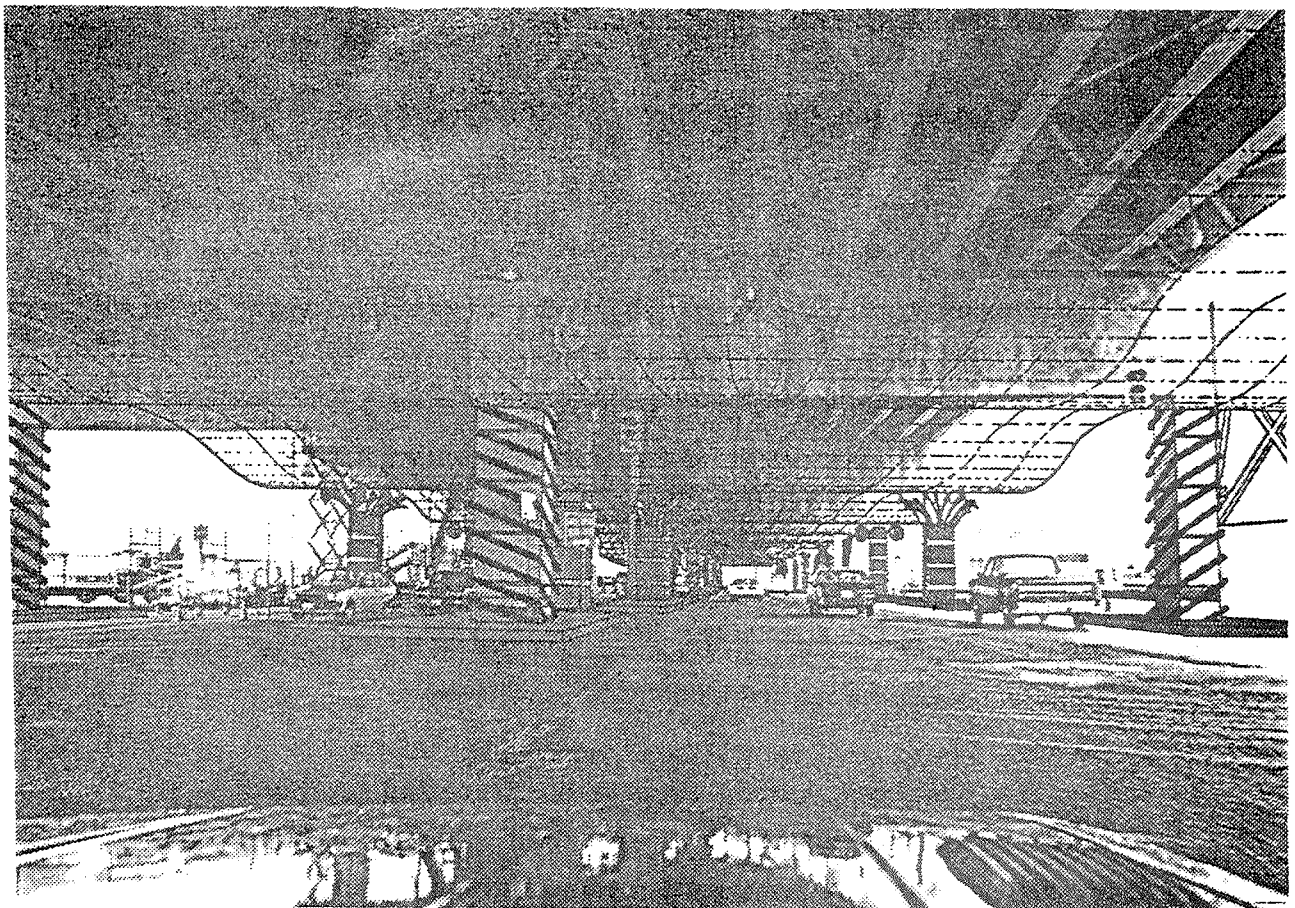


Figure 18 - The Gardiner as a gallery

connection of one part of the city to another - more particularly of the downtown to the waterfront - will be increasingly important as the texture of central neighbourhoods becomes more close-grained and more demanding of a sense of access to the waterfront that serves as a common liberating, recreational element in the composition of the city.

2. Housing

Current analyses of Toronto indicate a sufficiency of commercial space and a dearth of housing, reflecting the popularity of the central city as a livable precinct within the expanding metropolis and suggesting the need for expansion of residential areas to meet the present (and probably persisting) demand for housing.

The Gardiner corridor, identified above as offering many acres of unused and under-used land, can be seen as a potential participant in the continued shaping of new areas for housing of all types. As demographic shifts concentrate new life downtown, the Gardiner lands may have a part to play in receiving a population that seeks accommodation within the increasingly built-up boundaries of a growing and thriving central city.

3. Environmental impact

The issue of environmental quality has particular relevance to the possibility of Gardiner housing or other habitable development in the corridor, and it has general application to comfort of life in the Gardiner area and beyond. Environmental irritants such as noise, vibration, fumes and possible dangerous spills from traffic accidents are concentrated near an expressway. Indeed, a study in 1983, prepared for the Toronto Department of Public Health - 'Potential Health and Environmental Impacts' - prepared for consideration with the Railway Lands plan, identified the Gardiner as a possible source of dangerous fumes from engine emissions and wind-blown spills. On the other hand, the Central Waterfront Information Base Study of 1976 considered the Gardiner's contribution to lower air quality in the area as insignificant compared to other sources of local pollution.

The problem of noise and vibration is currently the focus of research directed at existing Harbourfront housing adjacent to the Gardiner. Such investigations, together with the experience of other cities that have similar convergences of expressways with central city living, can be expected to illuminate the impact of noise and methods of dealing with it.

It is apparent that environmental issues in the Gardiner corridor will have a part to play in consideration of new directions; it is equally apparent that current information is neither consistent nor complete enough to indicate refined implications of those issues. It seems appropriate to urge refinement of environmental knowledge as part of the process that leads to development of the Gardiner corridor.

4. Transportation/public movement

As the major east-west downtown traffic artery as well as the civic divide that must be crossed by the north-south movement that links city to waterfront, the Gardiner corridor is pivotal in the grid of public movement.

Development of its lands so as to accommodate more effectively both directions of movement can presumably have an impact on the operation of the city that will be felt far beyond the physical limits of the corridor. For example, east-west travel (especially along Lakeshore Boulevard where it lies beneath the Gardiner deck) has long been considered a constrained and trying experience for the traveller; development as fundamental as surface decoration of the structure can improve the traveller's condition. This has occurred in San Diego (see Fig. 17) and is no less feasible for the Gardiner where traffic is forced by surrounding constraints to follow the narrow channel of the corridor. (See Fig. 18) The effect of the corridor on the traveller is a subject for consideration with implications that affect a large population.

Similarly, the north-south penetrations of the corridor are part of travel patterns that can begin deep in the fabric of the city, miles from the corridor, or far outside the city. As central activity increases (particularly as a result of developments noted in the preceding section), the points at which the corridor is crossed appear likely to take a magnified position in the scheme of movement throughout the city.

5. Public amenities

It was noted earlier that the Gardiner lands are public lands. As the web of public amenities in Toronto becomes ever more complex in response to more numerous and various demands - with the constant addition of cultural and recreational buildings and of open space - the Gardiner corridor can be considered to offer potential land for meeting such public needs. In fact, its position in the city as noted above - central, pivotal in the transportation network, neighbour to an increasing residential population, highly visible - can be seen to underline the corridor's capacity to answer claims for amenities in response to future demands.

4. PERCEPTION OF THE GARDINER

The foregoing discussion has examined the Gardiner corridor as land and structure, a compound of physical and historical facts and objective interpretations. The corridor, however, has a subjective presence in the city as well - it is seen, experienced and judged by everyone whose path crosses it (or whose path is crossed by it).

Consequently, because of its prominence in city life, almost all inhabitants of Toronto and innumerable visitors have perceptions of the Gardiner as a living part of the city.

Examination of the Gardiner's place, present and future, in Toronto can be enriched by inclusion of public perceptions of the corridor's problems and possibilities. These perceptions can enlarge the scope of present knowledge and future proposals; if nothing else they can underline the view of the Gardiner as a presence with a civic personality and an impact on the lives of many people.

The initial overriding perception of the Gardiner is of a large and complex creature. It's character changes constantly in the 4 miles of the central elevated structure. It is difficult to comprehend as a whole solely from information gathered in the course of an incidental acquaintance with it; it is more often seen as a collection of individual components more or less frequently seen - even if one of those components is such a major part as the road deck, driven daily in its entirety by thousands of people. (Accordingly, Appendix B of this guide offers a Photographic Tour of the Gardiner to illustrate its character and to orient the observer to the whole.)

It appears to be true as well that perceptions of a civic presence such as the Gardiner can be most clearly organised under two questions:

1. What problems does it present to living in the city?
2. What advantages and possibilities does it offer?

In order to answer these questions - to add perception to analysis - developers, planners, citizens' groups, politicians, business organisations and civic administrators were canvassed about their views of the Gardiner. (A list of sources appears in Appendix C.) The sum of their perceptions can be taken as a guide to general feelings - hopes and fears - about the Gardiner.

4.1. Perception of Problems

Although the Gardiner was designed for 35,000 vehicles per day and now attempts to handle three times that number, problems of traffic congestion

are properly beyond this consideration of the Gardiner as a civic presence. Perceptions of problems were directed, rather, at urban conditions arising from the position, land and structure of the Gardiner corridor.

There was a large degree of unanimity in perception, summarised as follows:

1. The Barrier Effect

The Gardiner corridor is considered a separator of the city into two halves which demand reunification, a discouragement to full and proper use of the waterfront, a hostile impediment to north-south travel - a barrier to enjoyment of the city to the extent that natural attributes and civic postures would seem to invite. This barrier effect is the problem most frequently seen and perhaps most intensely felt.

The barrier effect is seen as primarily visual and psychological. The physical breaching of the Gardiner, in passing from city to water and back again, is of limited difficulty compared to overcoming an apparent sense that the Gardiner's presence - presently dark, dirty and unaccommodating - is psychologically resistant to a comfortable passage between parts of the city.

The presence of ground-level traffic is seen as a large part of this effect; the Gardiner structure and the traffic on the elevated deck are considered relatively innocent accomplices in the barrier effect.

2. Environment

The Gardiner corridor is seen as a source of pollution, particularly exhaust emissions, and possible danger from decaying structure. An environment of fast traffic and exposure to wind and seasonal cold is also seen as a contributor to the perception of the Gardiner lands as currently inhospitable.

3. Land use

The Gardiner corridor, applauded for its movement of traffic, is almost always seen only in light of its traffic. There is a sense of opportunity lost through inadequate or inappropriate use of the lands (where they are not given over wholly to traffic), particularly in respect to the lands' position in the very heart of the city. This perception appears related to both barrier effect and environmental concerns; that is, waste land of few amenities invites neither pleasurable passage through it nor comfortable existence in it.

4. Relation to adjacent development

Although less often noted than the previous problems, the encroachment of new buildings on the boundaries of the corridor is cause for concern. Buildings that reduce view corridors from the Gardiner deck (a pleasure of the Gardiner often noted) and provide inappropriately blank faces to the corridor below are seen to militate against the survival of the Gardiner lands as a potentially fine pathway into the city. This is perhaps an ironic perception - that a problem presented by the Gardiner is in fact a problem presented to the Gardiner by surrounding forces, the control of which is seen as a necessary condition for maintaining a tolerable presence for the Gardiner.

4.1. Perception of Possibilities

The Gardiner offers undoubted opportunity for improvement to the city. The problems noted above can be addressed; their solution would imply a more habitable and vivid landscape where now an inadequacy of urban amenity is often felt. At the same time, new initiatives can be advanced to take advantage of opportunities offered by the potent size, position and built form of the Gardiner, all of which have been outlined in preceding sections of this guide.

Perceptions of the advantages and possibilities presented by the Gardiner were often accompanied by the caution that two considerations should remain paramount in the redevelopment of the corridor:

1. Efficiency of operation and maintenance of the corridor as a traffic artery should not be compromised, should in fact be enhanced if possible.
2. Redevelopment plans should be financially responsible and achievable.

Neither constraint is seen as a serious limit on the proposal of a wide variety of initiatives. In the contemplation of these possibilities by the people consulted, four primary proposals emerged:

1. City gates

The emphasis repeatedly placed on the importance of crossing the corridor - relieving the barrier effect, rendering passage to city or waterfront a significant event, adding legibility to the traveller's progression along north-south streets - led to many suggestions that the intersections of the Gardiner with north-south streets be considered as city gates.

It is thought that gateways - acting as structures that make the sensation of entering the city, or of moving from one part of the city to another, more powerful at the same time as they make the penetration of the Gardiner structure visually (and perhaps climatically) more appropriate to the frequency and significance of passage through the corridor - can integrate the Gardiner with the city, contribute excitement to the skyline, and assist in tying downtown and waterfront together through a series of clear and potent connections (not unlike stitches in a fabric - the urban fabric frequently noted in this guide).

Precedents for gateways at the entrances to a city, or between distinct parts of a city, were often acknowledged. Many European cities retain gates as a reflection of their historical development and their continuing aggregation of discrete neighbourhoods and, nearer home, Quebec City retains gateways as a proud and useful device in the city's activity.

Gateways in the Gardiner are seen as a powerful and relatively inexpensive method of taking advantage of the Gardiner's position between city and water, while simultaneously reducing the barrier effect inherent in that position, in such a way that a vitality and clarity can be added to the city.

2. Development in the corridor

The perceived under-use of land in the corridor is seen as an invitation to development of needed amenities. In consideration of the type of development, open space and recreational facilities directed at pedestrians were paramount (in response to a desire to humanise the environment of the corridor); at the same time, there is an impetus towards building commercial infill, warehousing and parking structures, and such facilities as would serve the needs of surrounding neighbourhoods - as, for example, a school for the residential tracts of the Railway Lands.

In consideration of location, the Gardiner section between Strachan and Bathurst is seen as the most receptive to development - it is the highest section, is almost unused as a land area, is adjacent to Fort York's open space to the north and developable commercial land to the south, and is pivotal in the spread of the texture of downtown living west of Bathurst.

As well, the eastern end along the Keating Channel and abutting under-used land to the north is perceived as an invitation to development in an area of natural advantages such as nearby water. Other sections of the Gardiner are seen as requiring careful analysis in order to fit possible development to the various constraints and

opportunities offered along the corridor.

It was noted that the Gardiner was constructed with the intention of accommodating building activity under it and alongside it. In the section that straddles Bathurst St, for example, the structure was intentionally aligned so that the column grid is parallel to the street in order to permit rational construction beneath it.

In sum, development of the corridor is seen as action that can react with a great variety of initiatives to the great variety of conditions along the Gardiner.

3. Reaction to adjacent development

The Gardiner's reputation as a causeway for fine vistas of the city, the Lakeshore's potential to be a significant urban boulevard with appropriate treatment of its operation and surroundings, and the corridor's prime function of moving people in efficient and comfortable fashion have all instilled an apparent sense that adjacent developments should respect the corridor's position as a place inhabited by many people in vehicles and on foot, and potentially in parks and buildings.

Consequently, it was often suggested that the need to maintain views from the Gardiner, and to treat the corridor as a path that is as worthy of respect by surrounding buildings as any urban street, demands a method of directing adjacent developments to work in concert with the claims of people using the corridor. The devising of such a method is seen as an important part of planning the future of the Gardiner.

4. Integration with the city

This is really an expansion of the preceding three perceptions - that the corridor should have gates and easy crossings, that it should accommodate new uses, and that it should be respected by other developments - and is perhaps on a more philosophical plane. That is, there appears to be a general concern that the corridor take its place as a vital precinct in the city.

Successful establishment of gates, new land uses, and appropriate coexistence with the surrounding city fabric all suggest the establishment of a Gardiner corridor that can act as a living part of the city rather than a lifeless zone between living parts. As such, it is felt that it might play a part in wider concerns of the city - participate in solutions to perceived needs such as housing, central open space, pedestrian amenities, for example - even if those concerns impinge only tangentially on the Gardiner lands. The

Gardiner is seen, in effect, as becoming part of the broader landscape of Toronto rather than as an aberrant exception to it. A status for the corridor that would permit it to be seen as an assistant, rather than impediment, in solving general problems is perceived as a distinct goal.

5. THE NEXT STEP: RECLAIMING THE GARDINER

5.1. A Proposal of Future Work

This is the shortest, but probably most important, section of this guide. Preceding sections have reviewed the course that the Gardiner has followed from its inception to the present day, the conditions of its land, structure and surroundings, and perceptions of its place in the city. The information derived from those sections tends in all cases towards the conclusion that the Gardiner corridor is a valuable and untapped resource.

There is, in this conclusion, a strong impetus towards further work directed at taking advantage of the Gardiner lands. From both the review of current conditions and the perceptions of possibility, several tasks are indicated:

1. Master plan - Development of a plan for the Gardiner corridor that will provide detailed information on:
 - ° Land in the corridor that is available for development
 - ° Surrounding land uses
 - ° Appropriate land uses in the corridor
 - ° Integration of land use with the concerns of Metro and City planning, Metro Roads and Traffic, and other agencies with interest in the corridor

This plan should serve as a basis for development of the corridor.

2. Guidelines - Preparation of design and planning guidelines for development in the corridor and in adjacent areas to ensure that conditions seen as desirable for the city - view corridors, street environment, land use - are attainable and guided towards successful realisation.

3. Design initiatives - Design proposals should be advanced to address the issues raised by the investigation of the Gardiner in this guide as well as issues from planning proposals that can be presumed to arise from the tasks suggested above.

Such design initiatives will serve a double purpose. They will pique further public interest in the possibilities of the Gardiner lands - an essential support in the successful pursuit of development in the interests of the city as a whole - and they will serve to refine the methods of future physical realisation of the initiatives that are judged appropriate to Toronto's needs.

5.2. An Example of Future Work

These tasks will define possible action leading to the establishment of the Gardiner corridor as a full participant in the life of Toronto. Under design initiatives, for example, the issue of gateways through the corridor should be approached in response to the importance assigned to it above. In such an approach, exploration of portals at the intersection of north-south streets could propose a treatment for Spadina (for example) where voluminous traffic crosses the Gardiner on its way in and out of the city and back and forth from downtown to water.

We show here a possible gate at Spadina:

To the north of the Gardiner (Figures 19 and 20) it could provide a footbridge, linking sections of the linear park that is expected soon to follow the site of the present High Line railway tracks, and could signify a popular point of entry to the city by means of lights and tall gateposts.

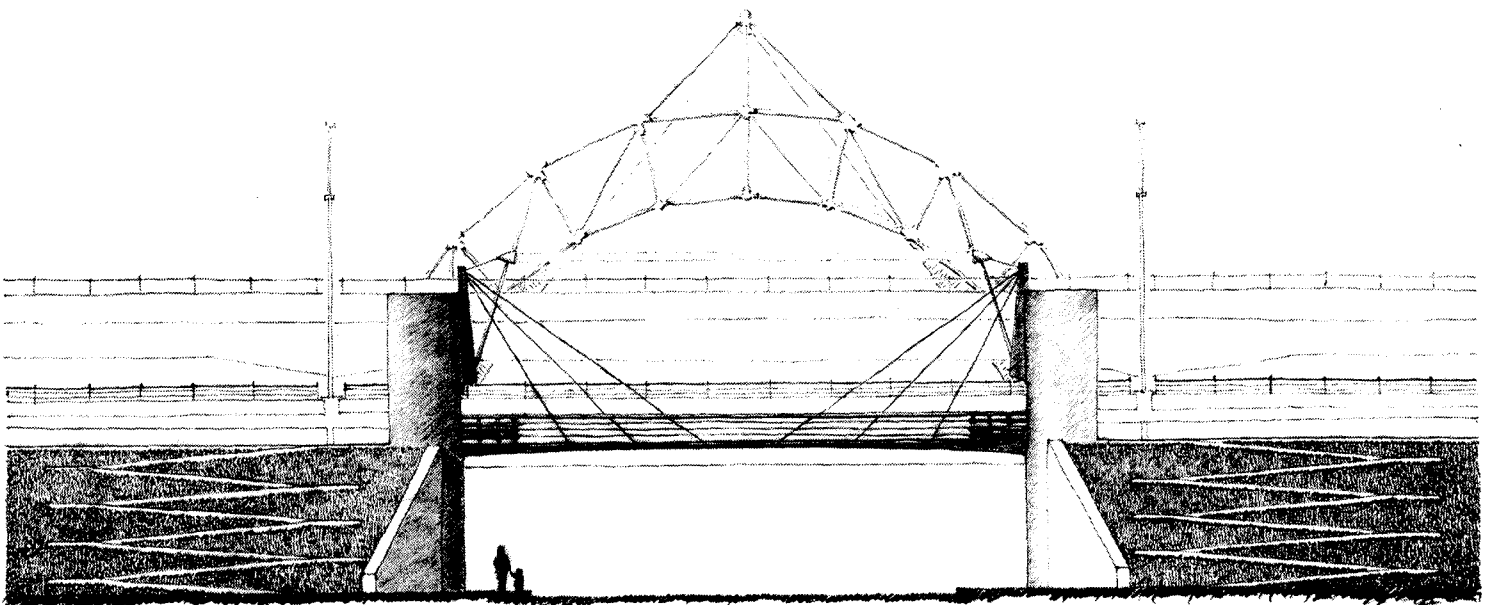


Figure 19 - North elevation of a Spadina gate

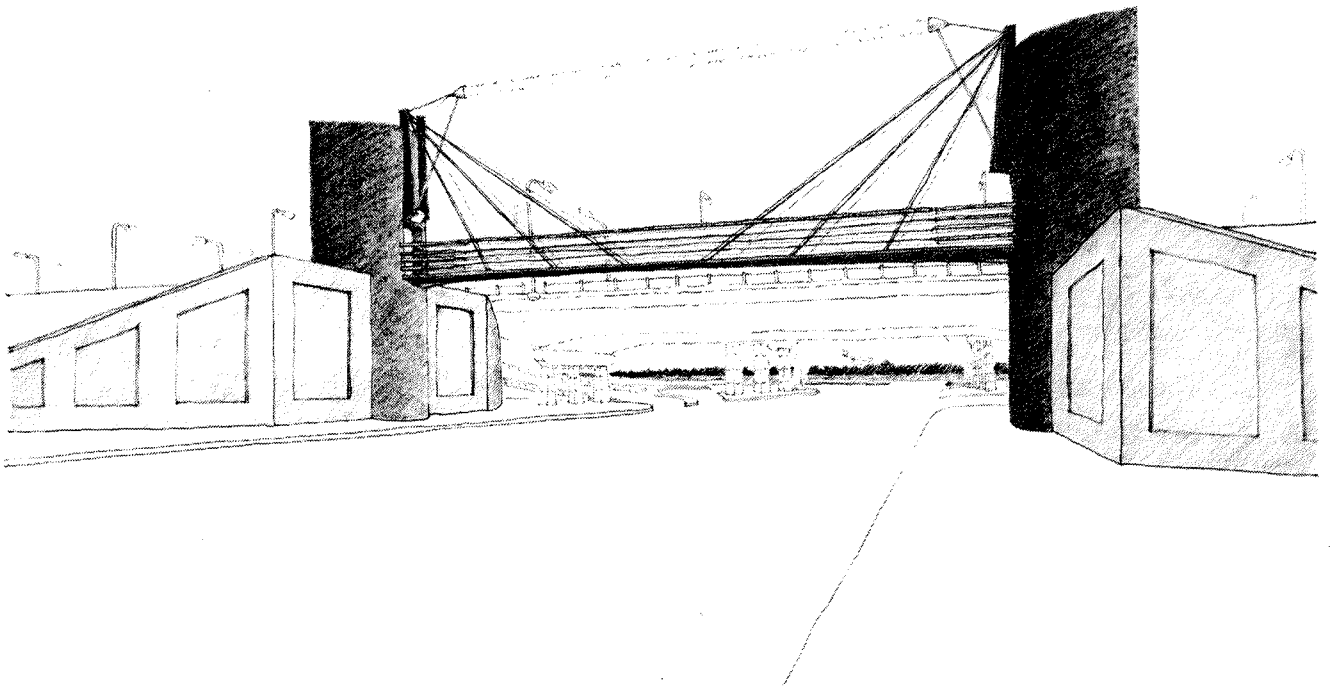


Figure 20 - Looking towards the lake through a Spadina gate

To the south (Figures 21 and 22) it could provide a ceremonial arch arrayed with bright canvas at a location where many people voyage to the waterfront and back.

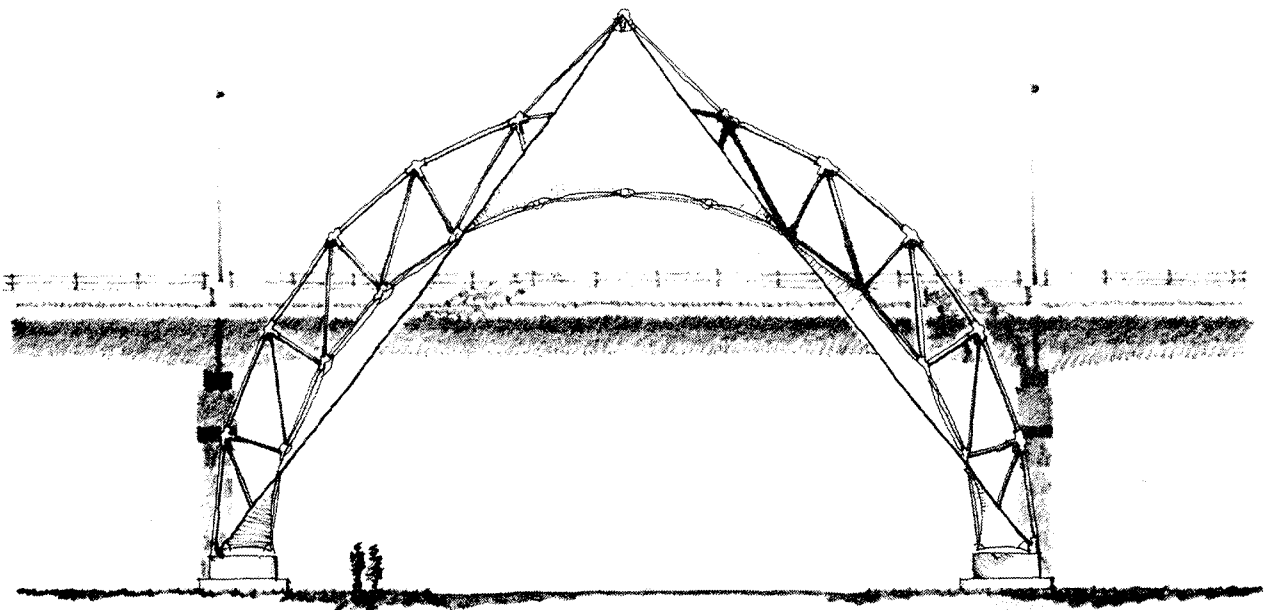


Figure 21 - South elevation of a Spadina gate

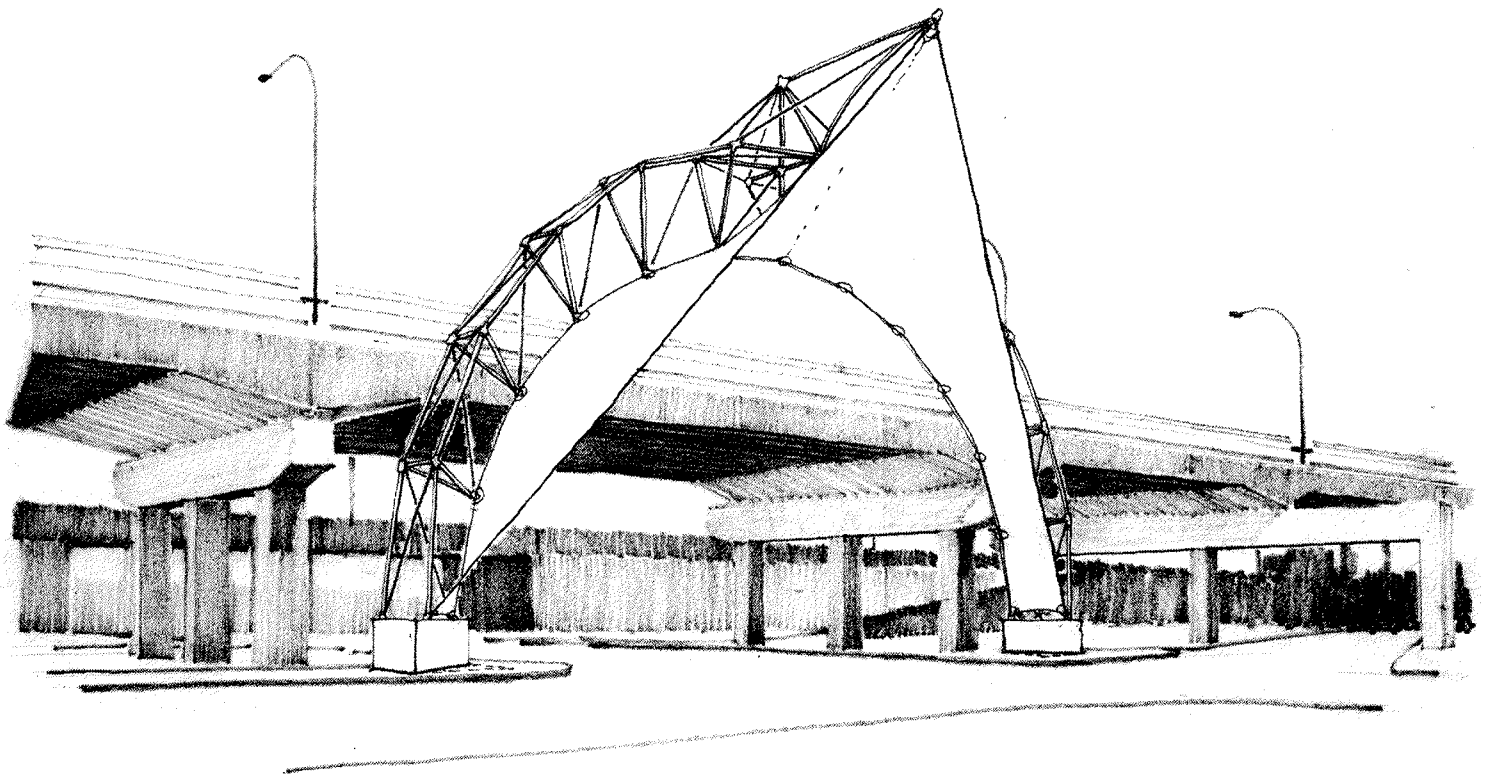


Figure 22 - Looking towards the city through a Spadina gate

The Spadina gate could ease and emphasise passage across the corridor, underline views, concentrate careful attention on a pivotal area of the Gardiner corridor where not only will Harbourfront and the Railway Lands assemble increasing development and population but also where the corridor has opportunity to develop in harmony with the activity around it.

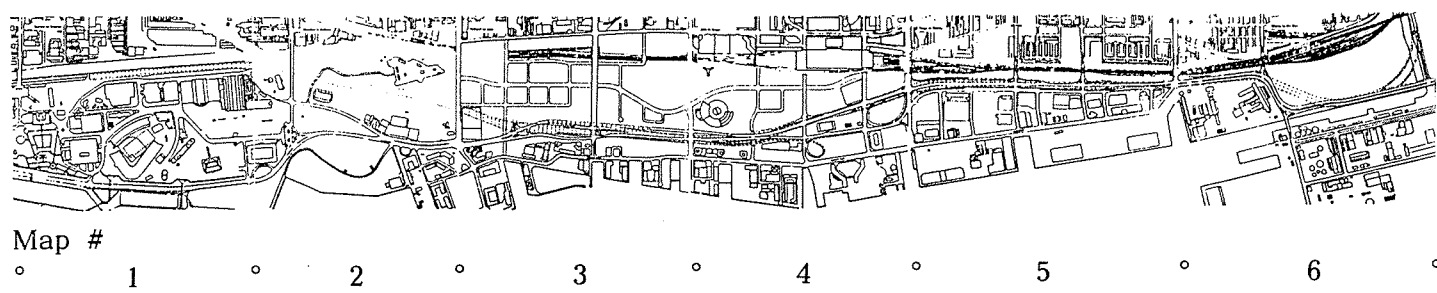
The proposal of a gate design, in short, could go some way towards instigation of a programme of gate construction and the consequent achievement of potential advantages identified as inherent in the corridor.

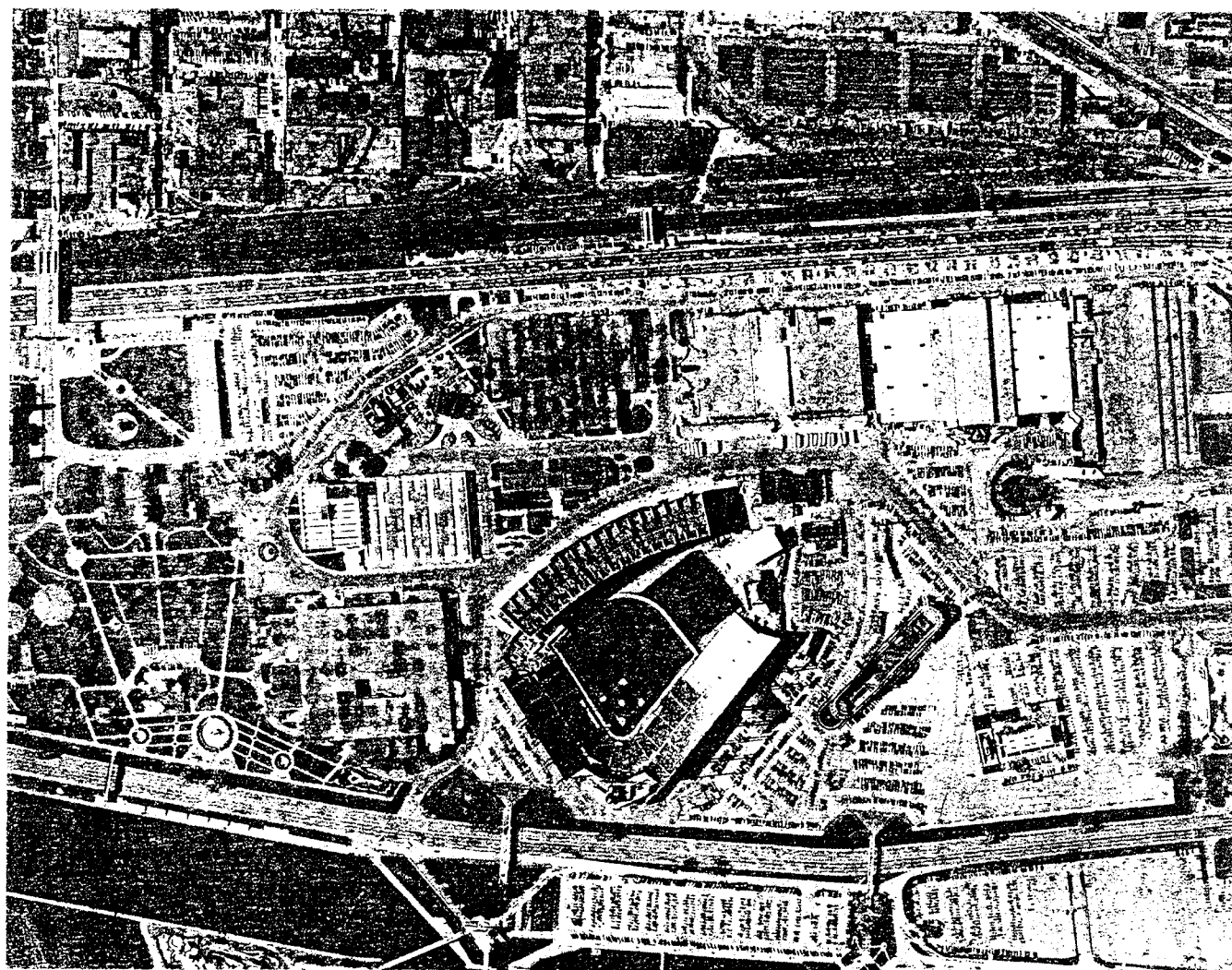
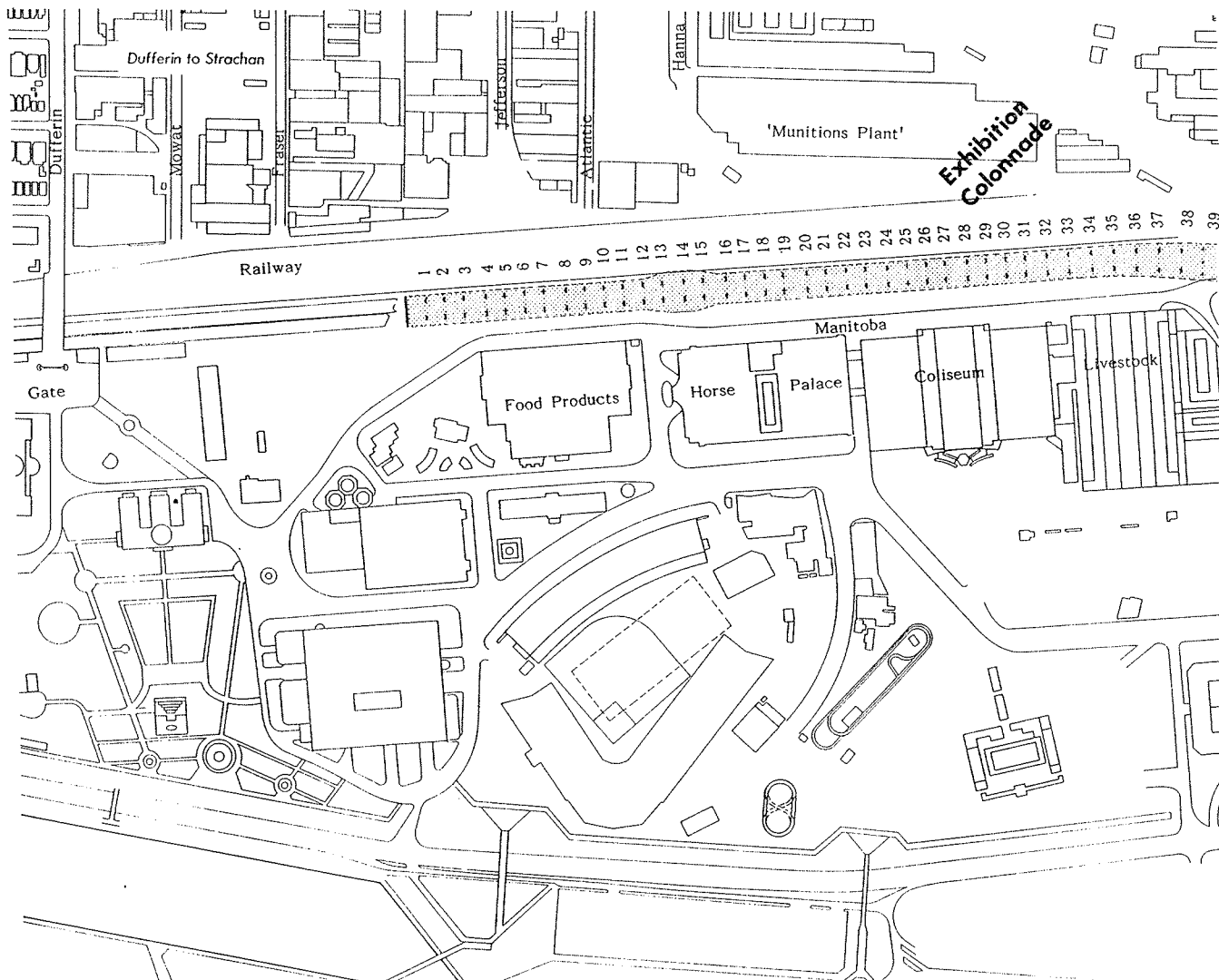
6. INTERIM EPILOGUE

The proposal of a Spadina gate above is one example of an approach to the issue of gates across the corridor. Moreover, it is only one issue among many; the richness of possibility uncovered in this guide to the Gardiner suggests that future work should begin to move in strong and varied directions that will guide the Gardiner into an ever more vital position in the city.

October 1986

Appendix A · Gardiner inventory

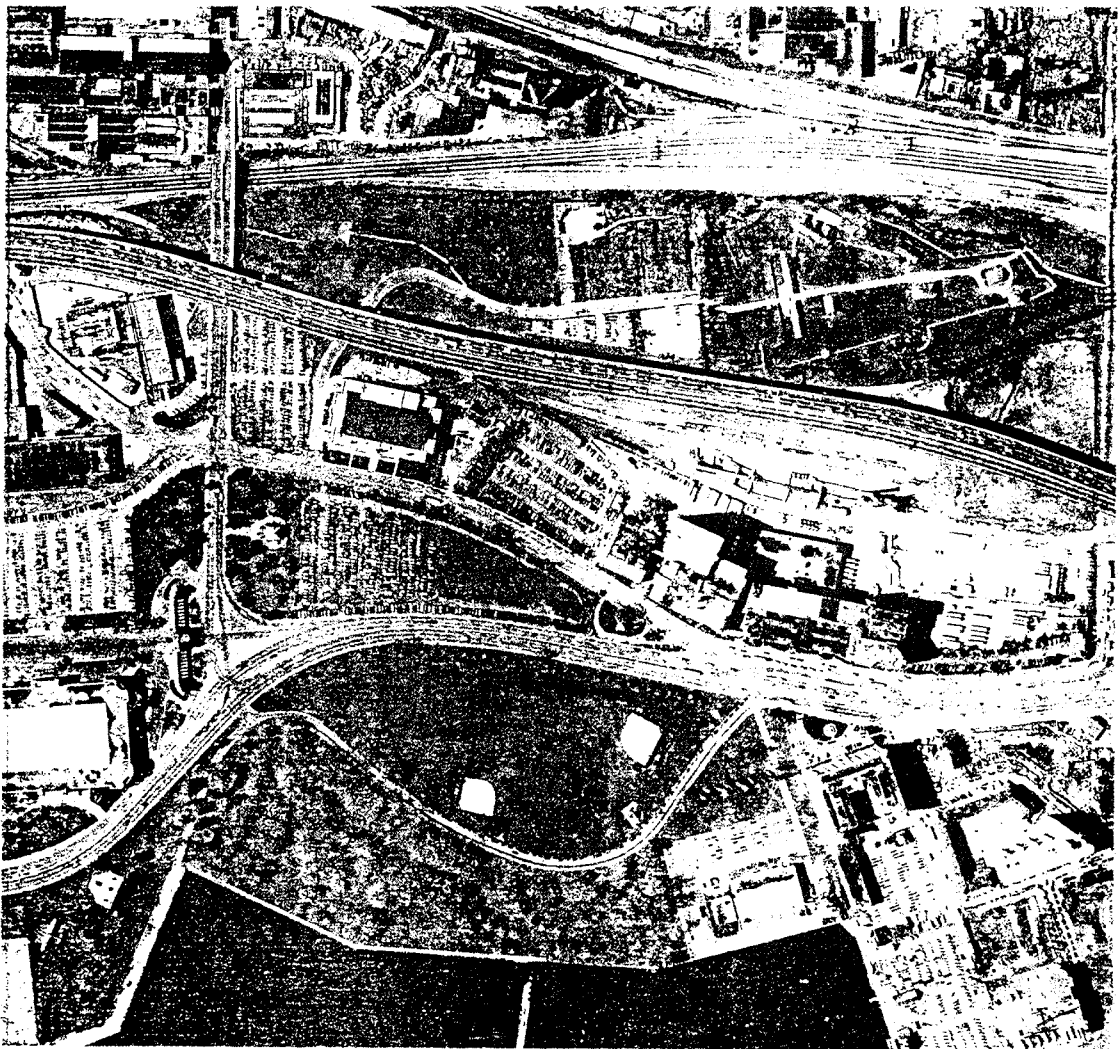
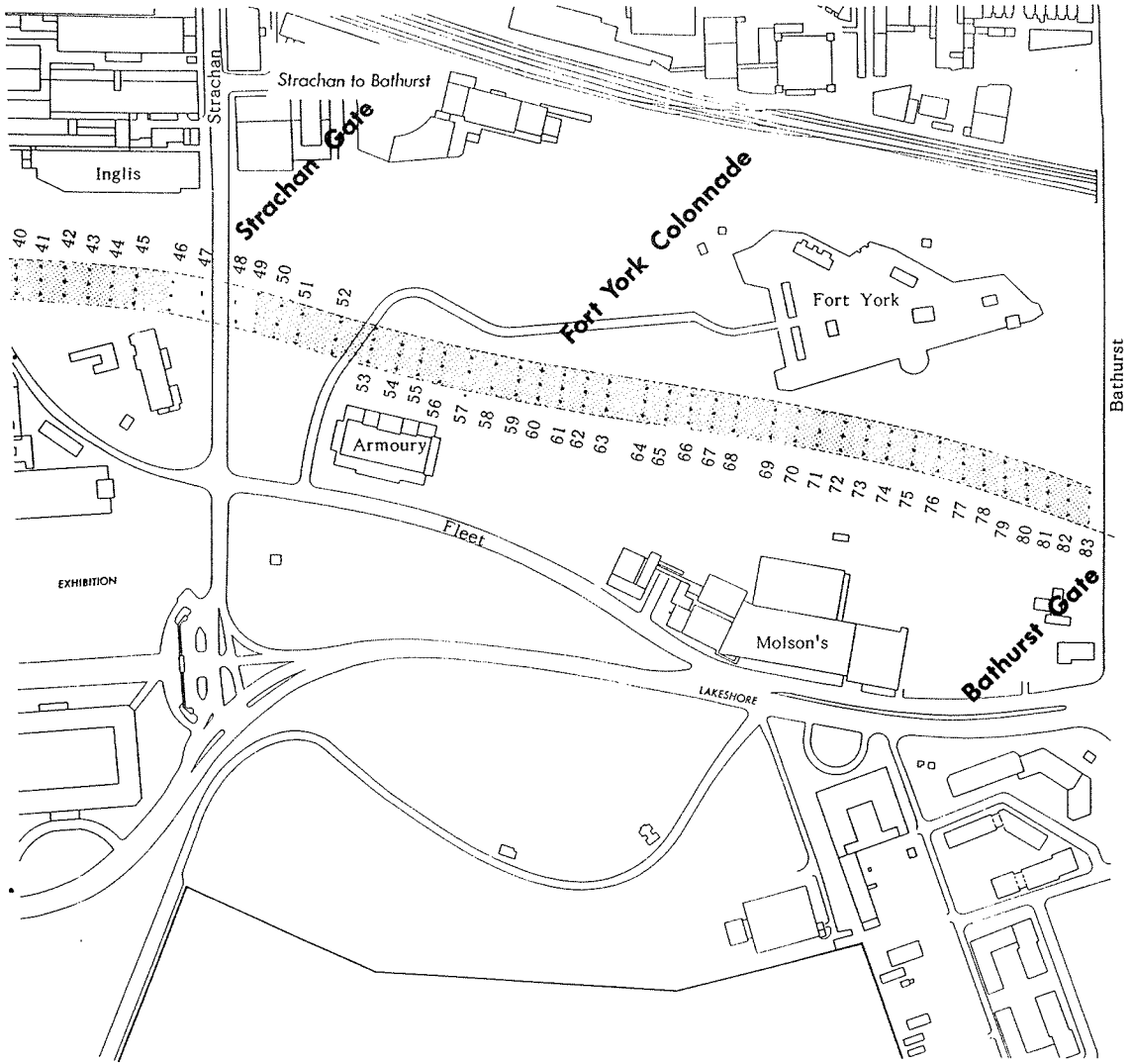




Dufferin - Exhibition

Gardiner Inventory Map No. 1

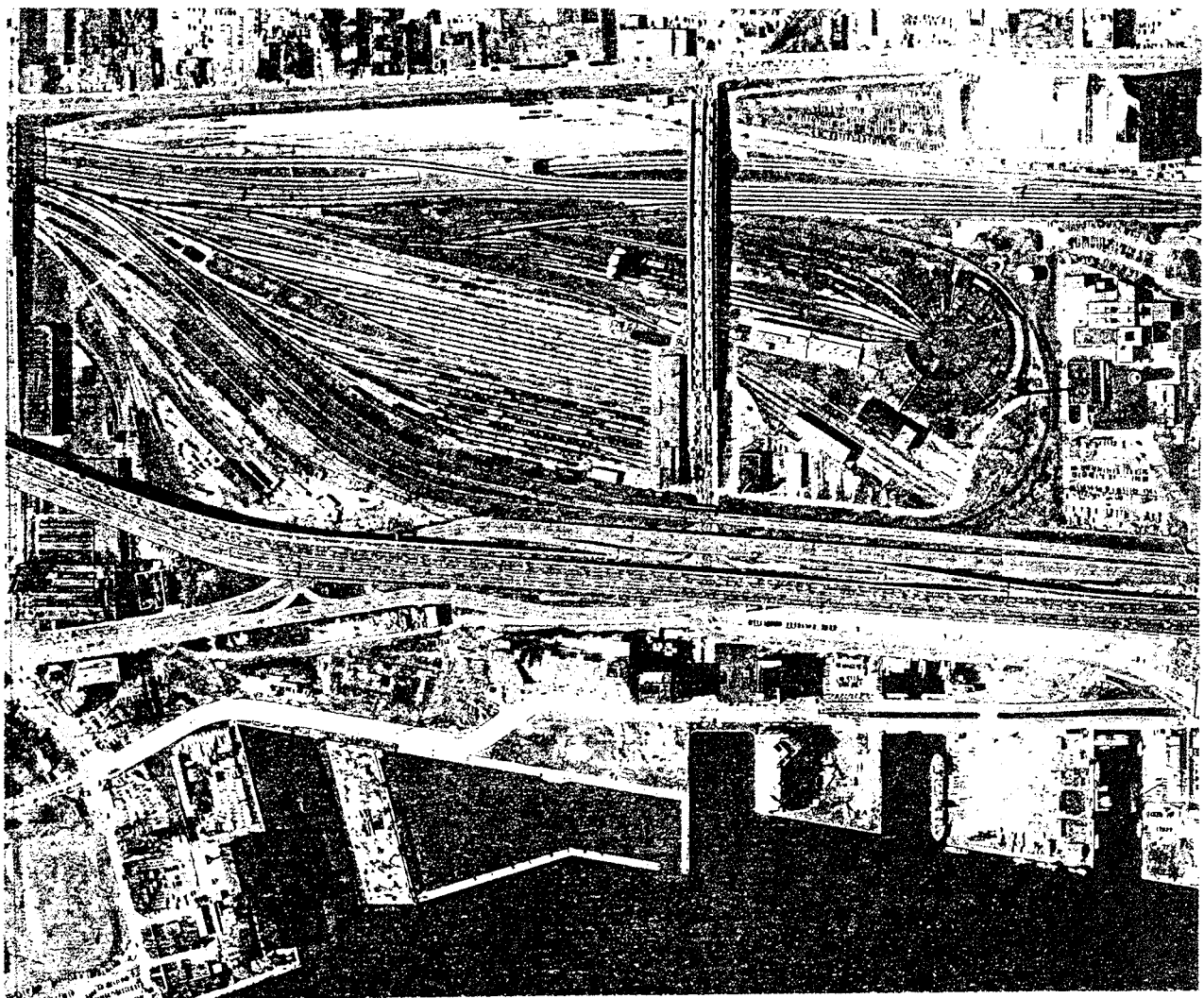
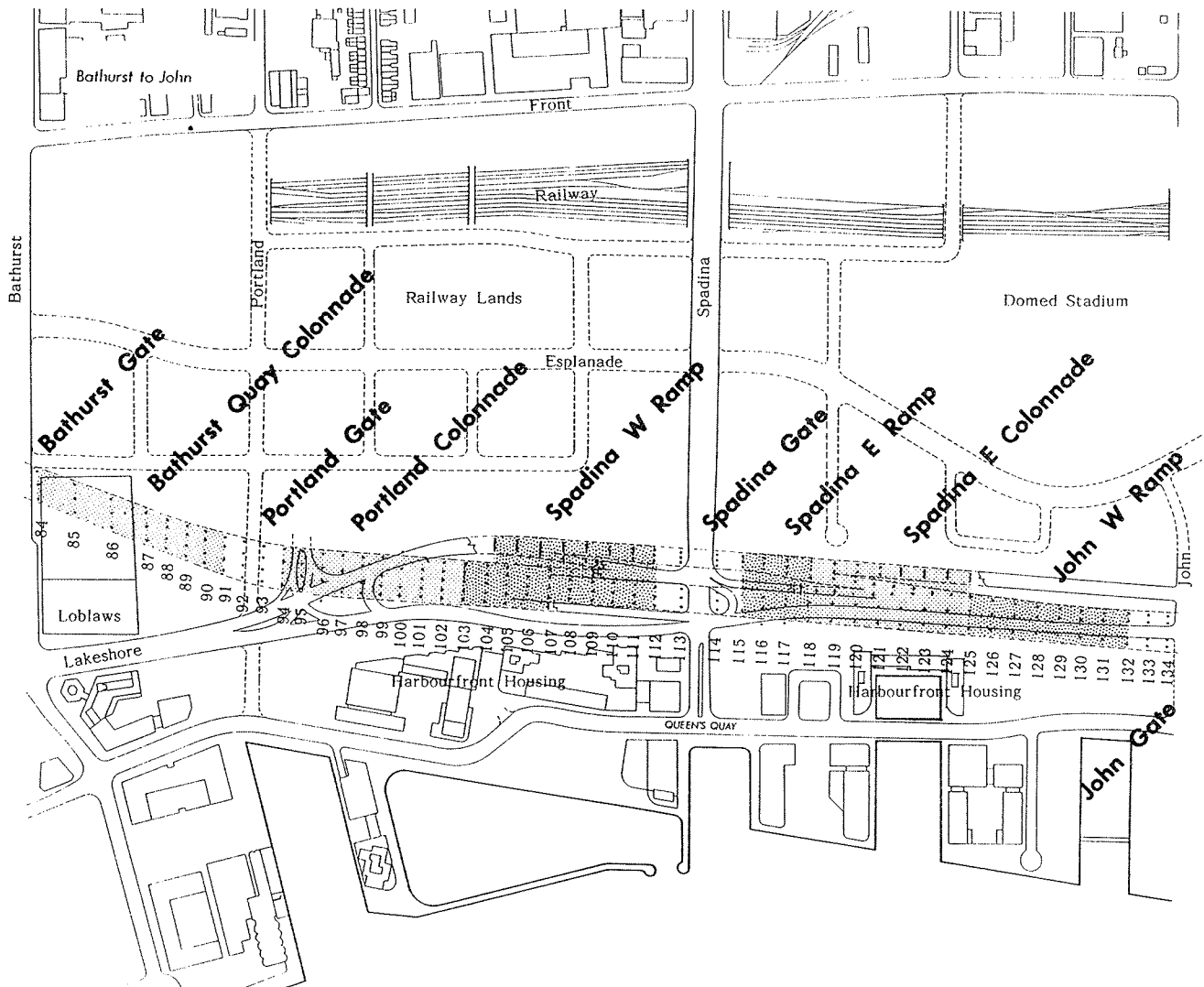
300m
1000'



Strachan - Bathurst

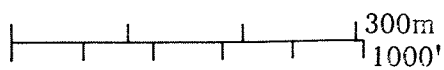
Gardiner Inventory Map No. 2

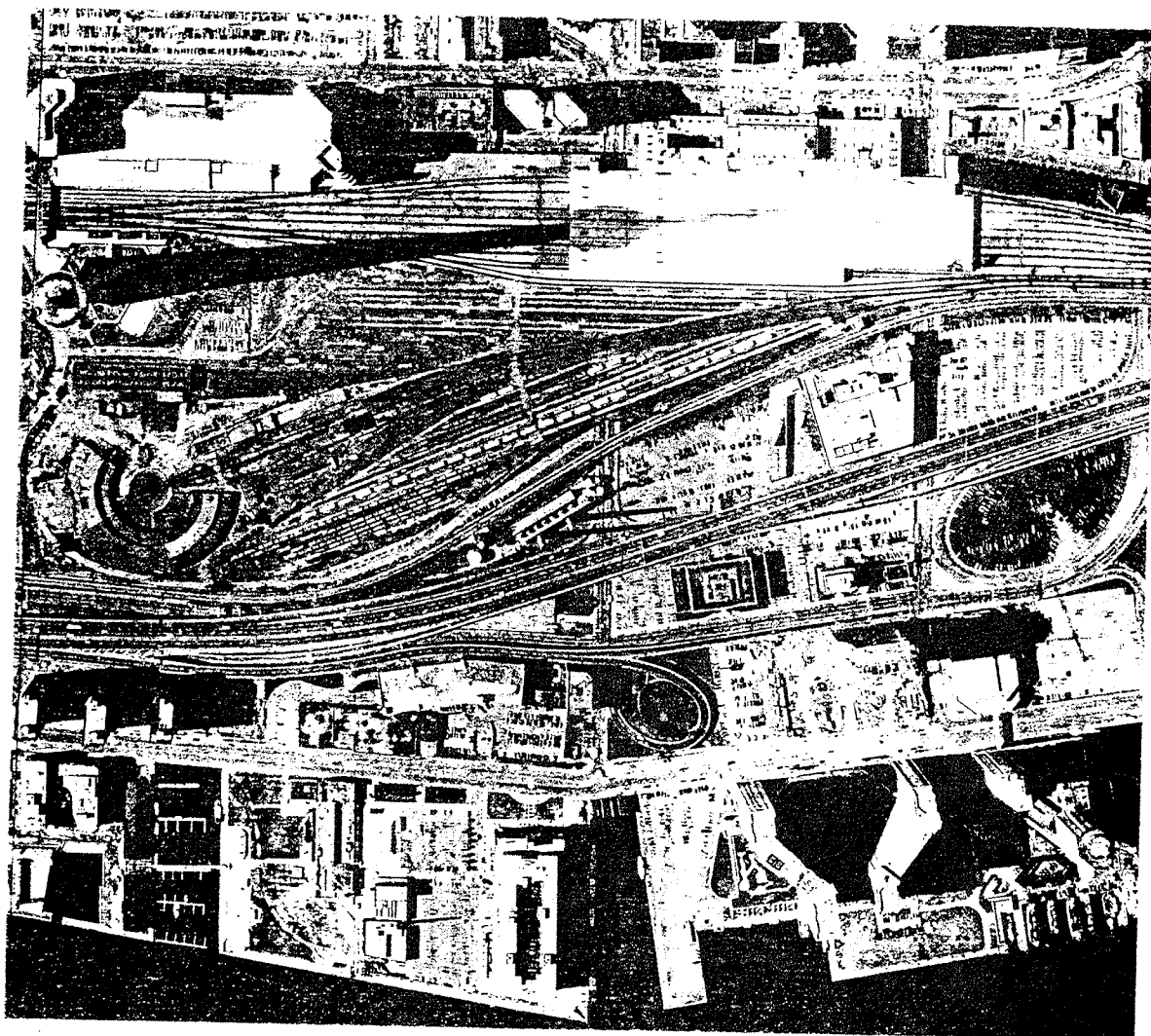
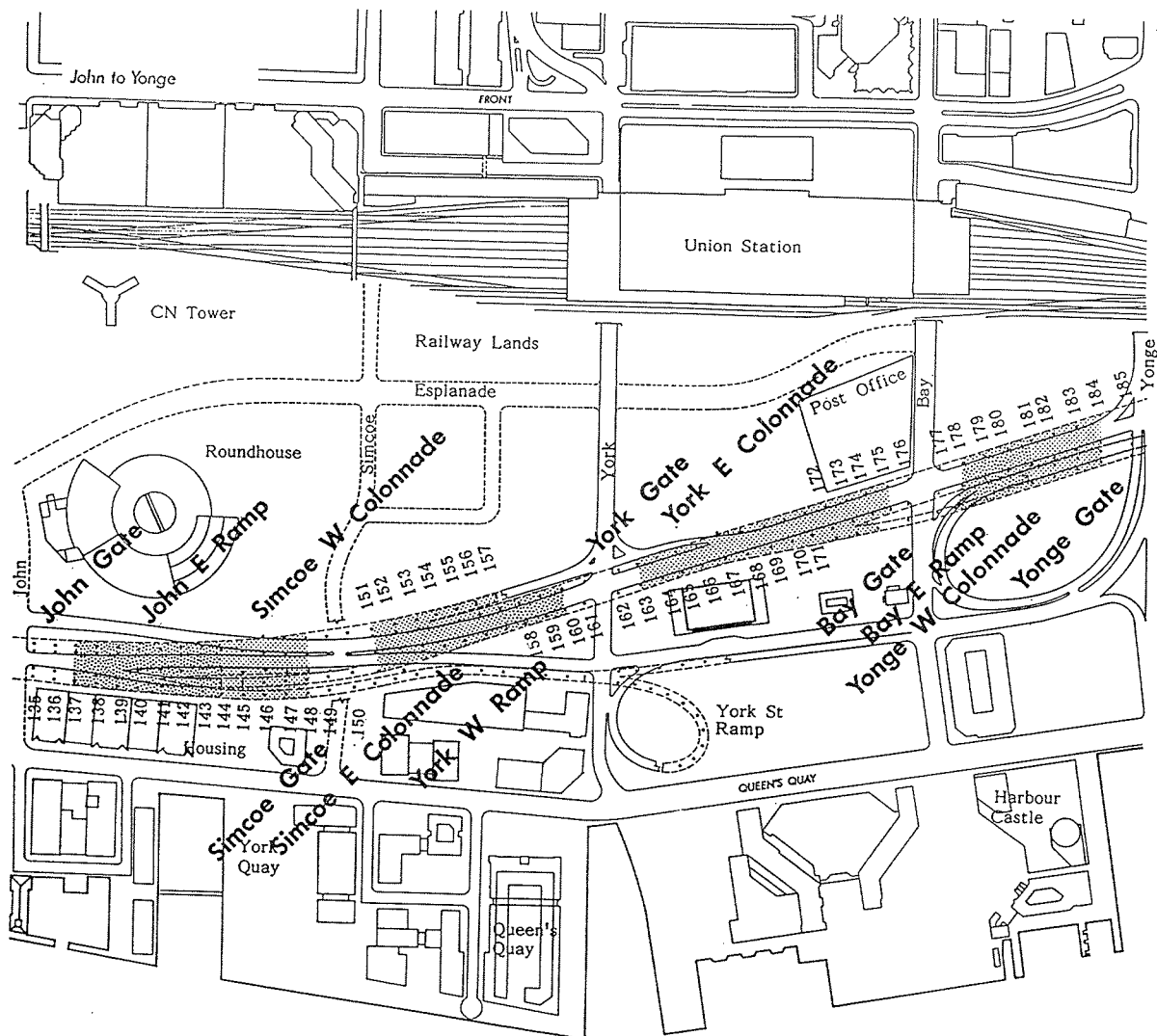




Bathurst ~ John

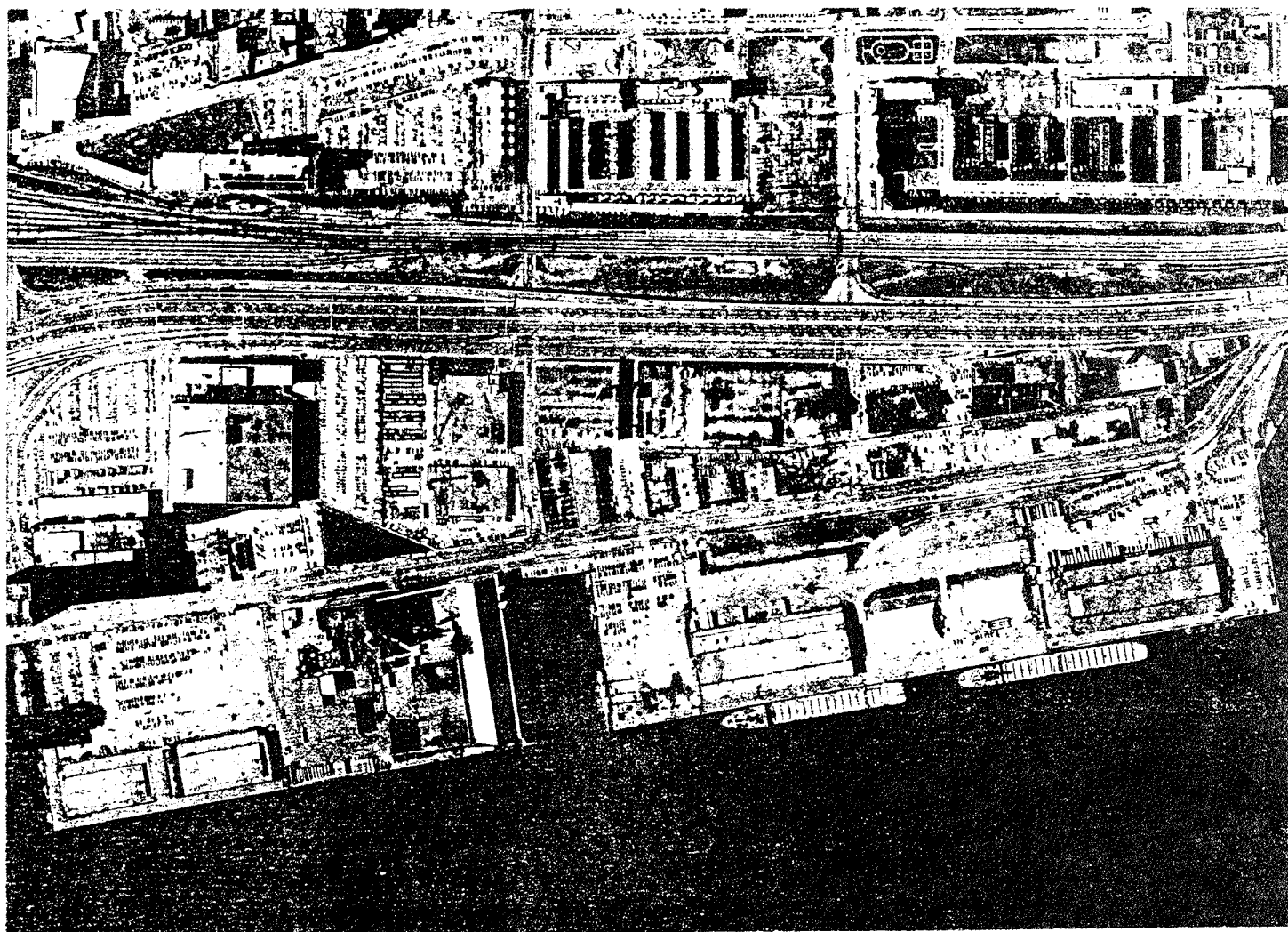
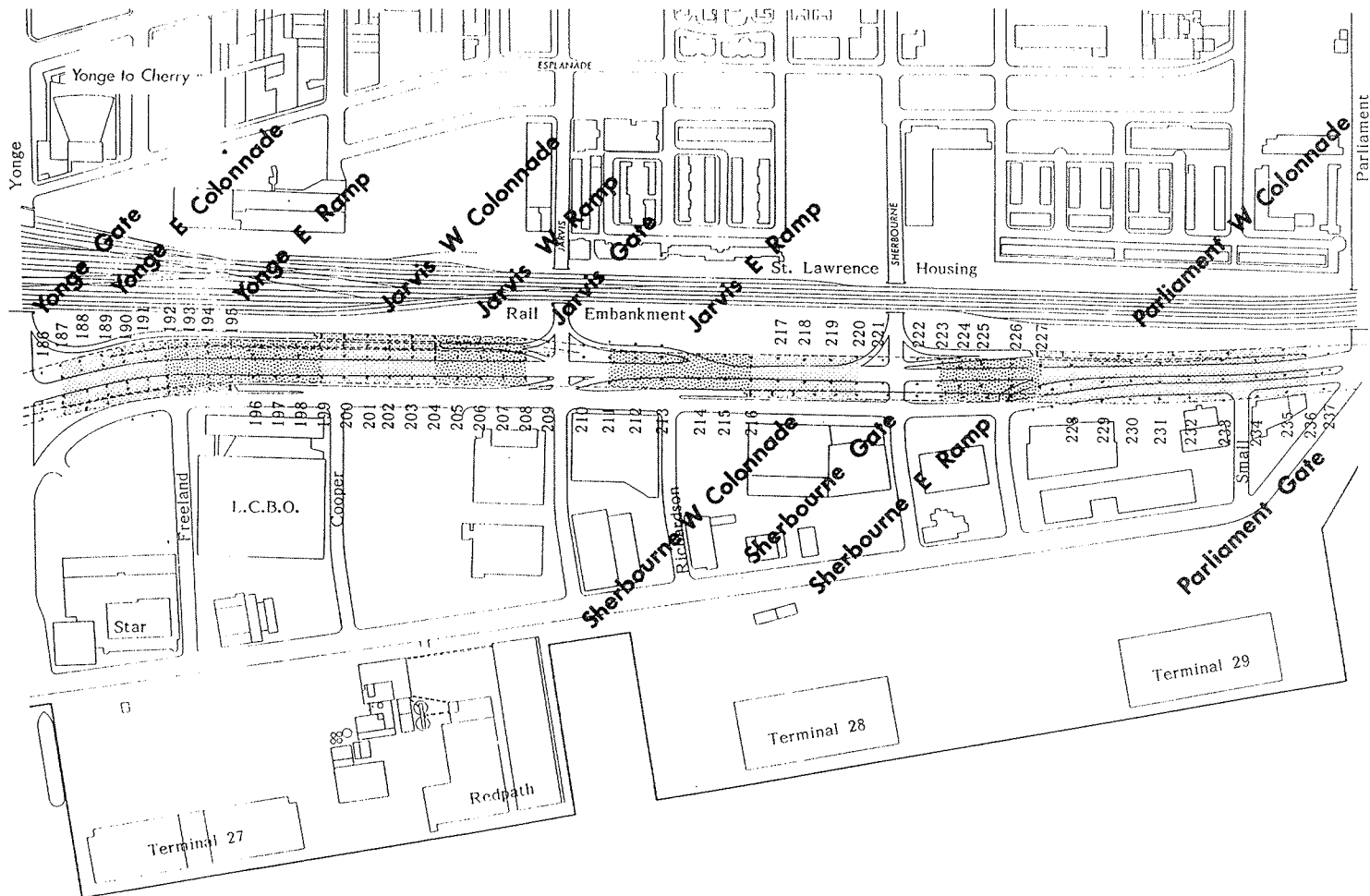
Gardiner Inventory Map No. 3





John - Yonge

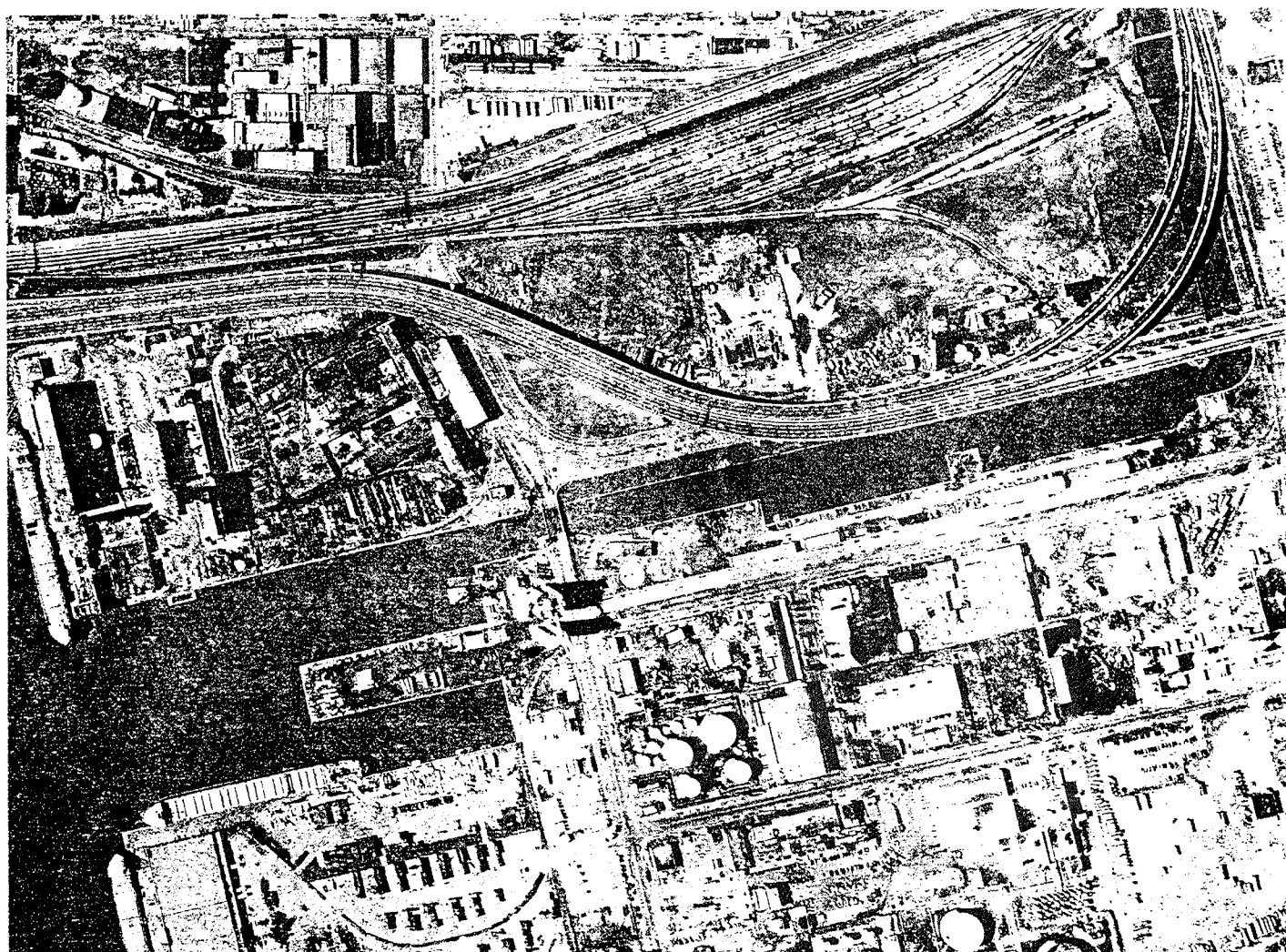
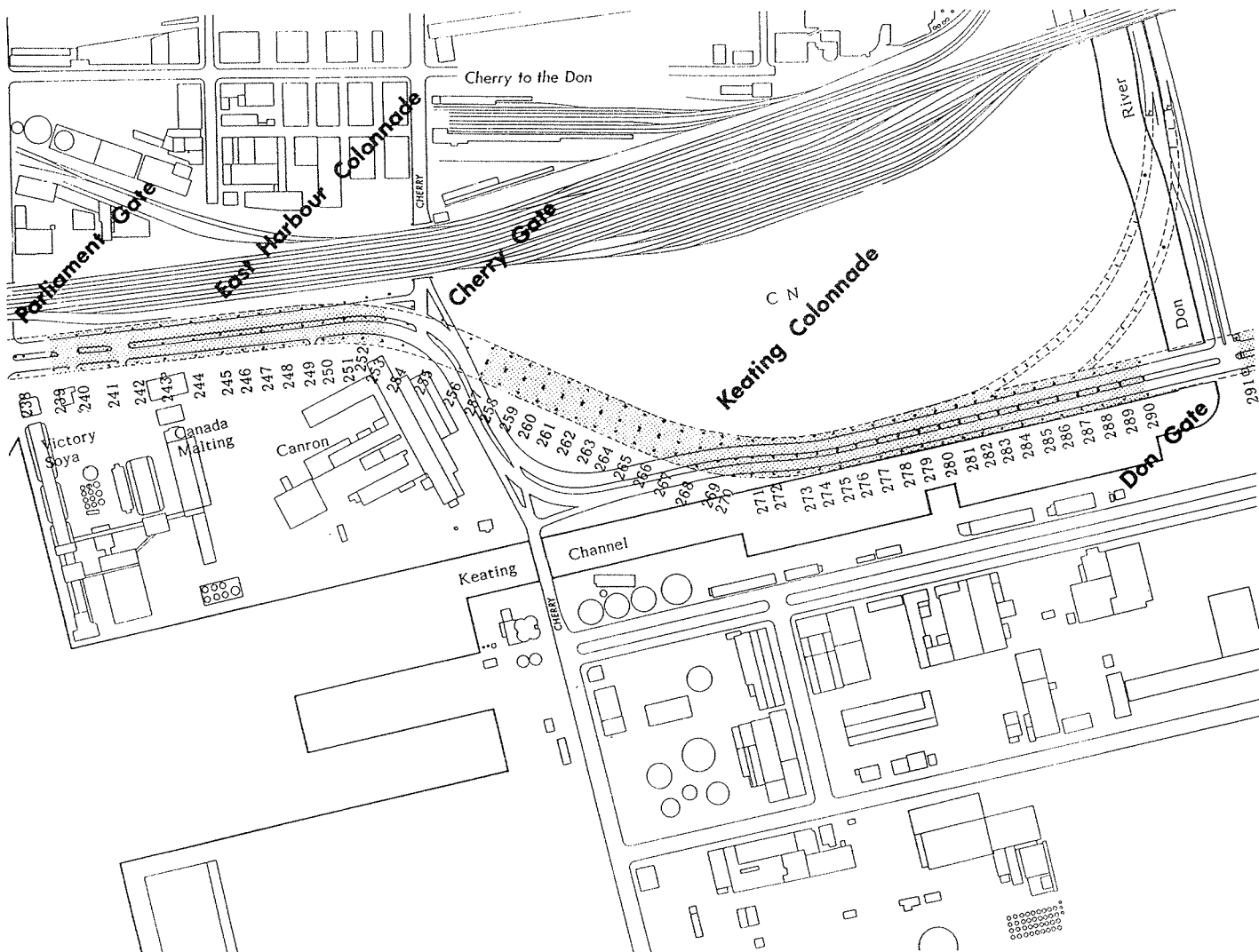
Gardiner Inventory Map No. 4



Yonge - Cherry

Gardiner Inventory Map No. 5

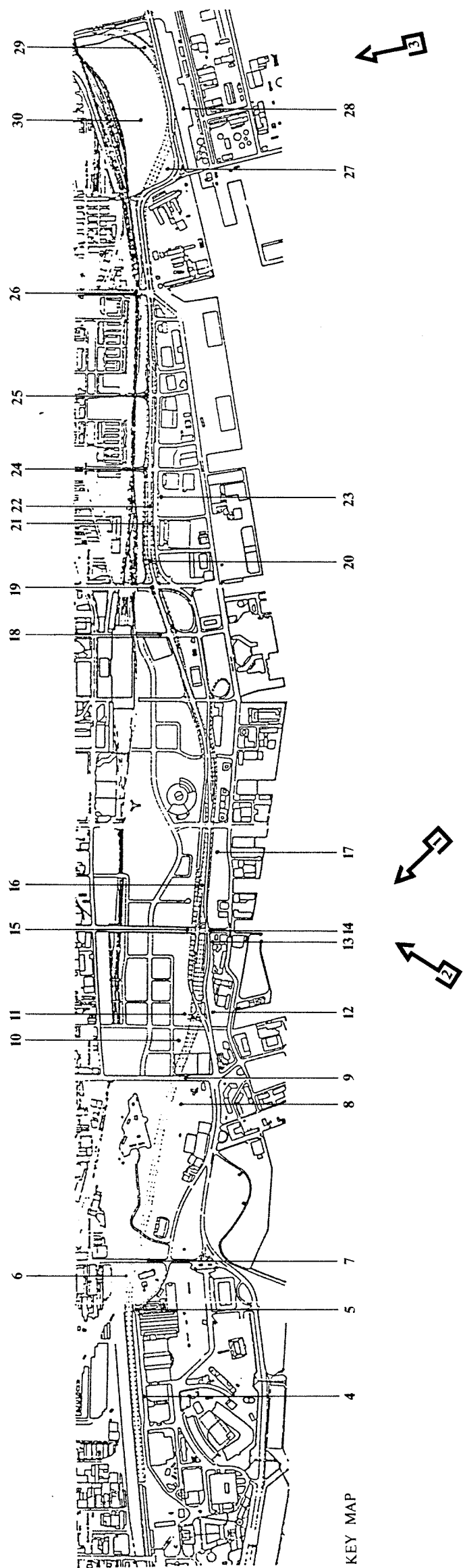
300m
1000'

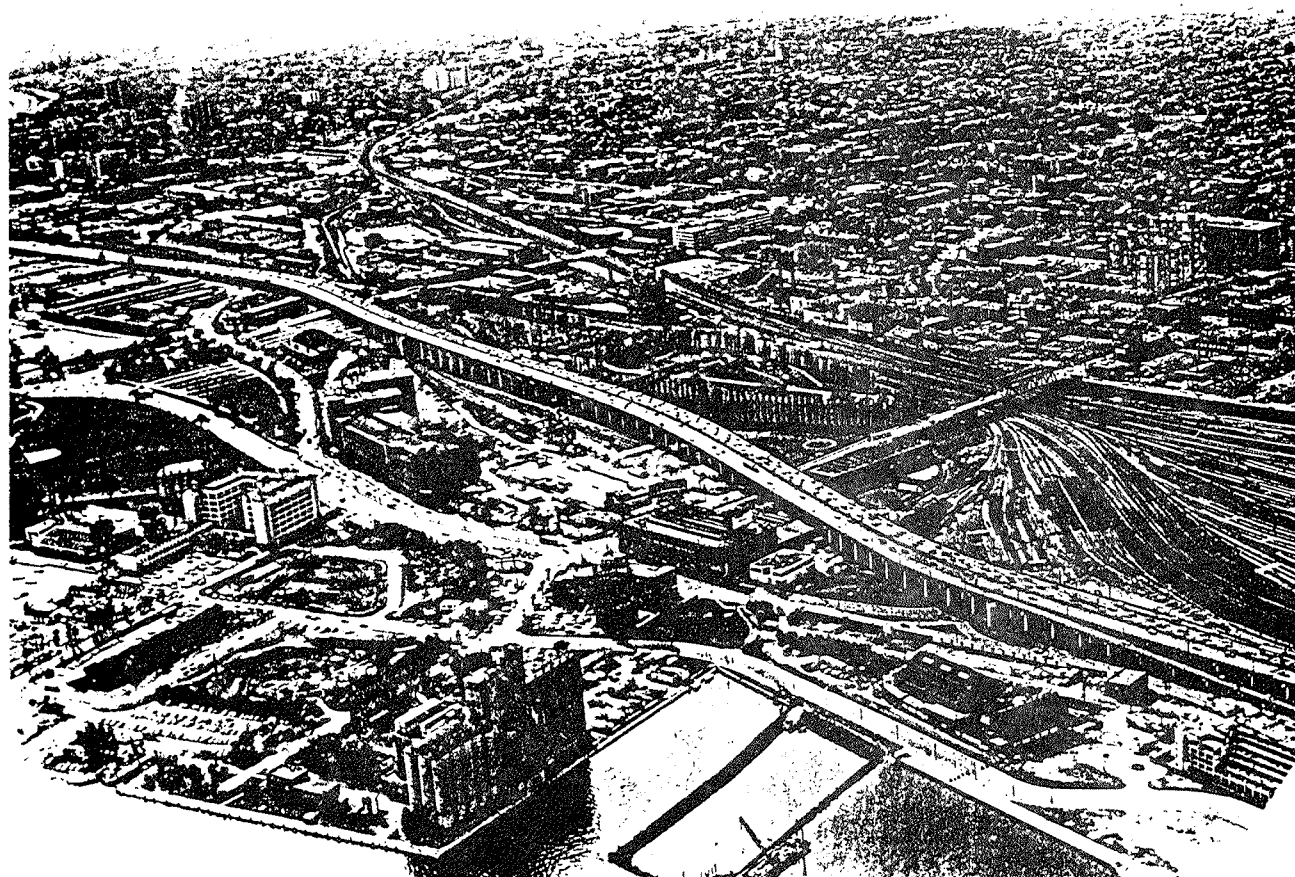


Cherry ~ the Don

Gardiner Inventory Map No. 6

Appendix B:
A Photographic Tour
of the Gardiner





1. The West End: from above the Harbour



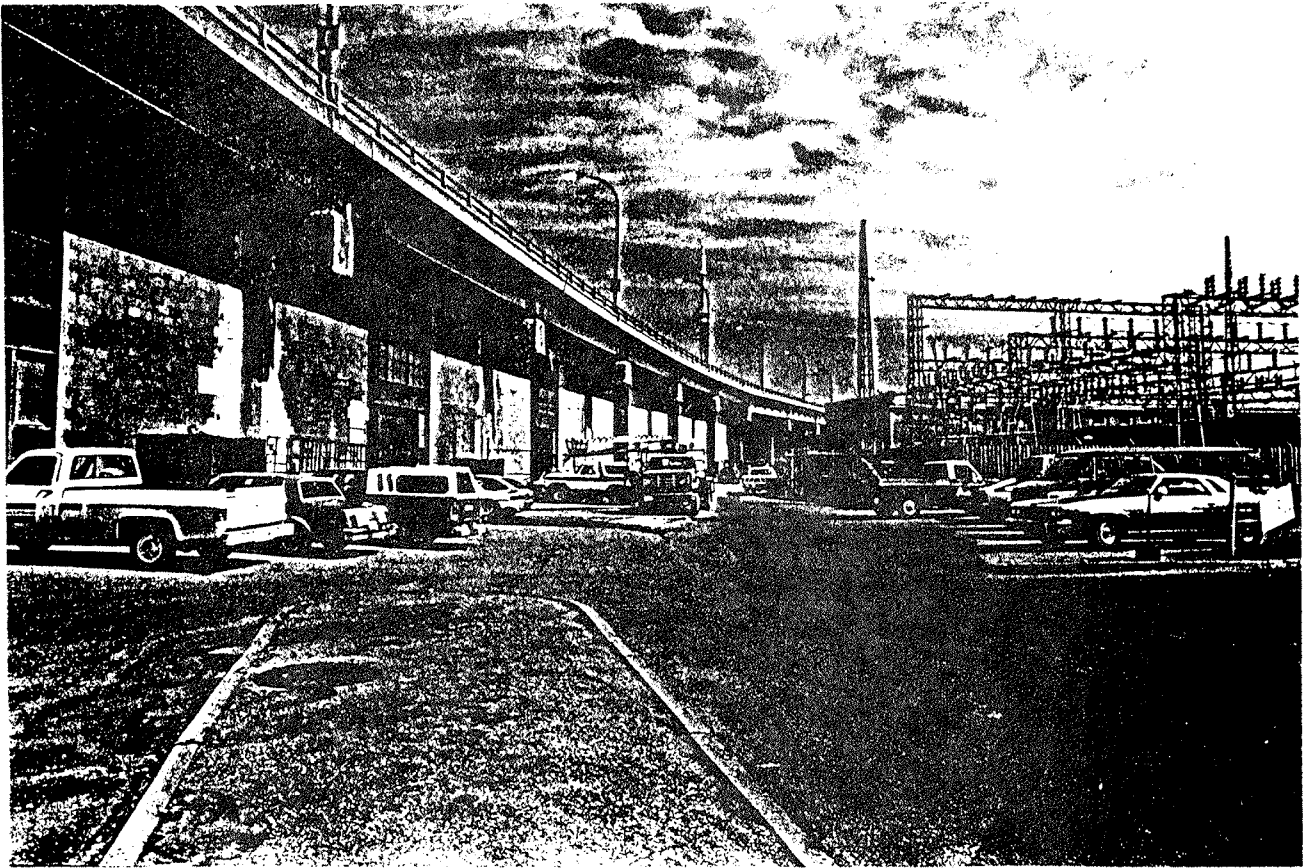
2. The Central Section



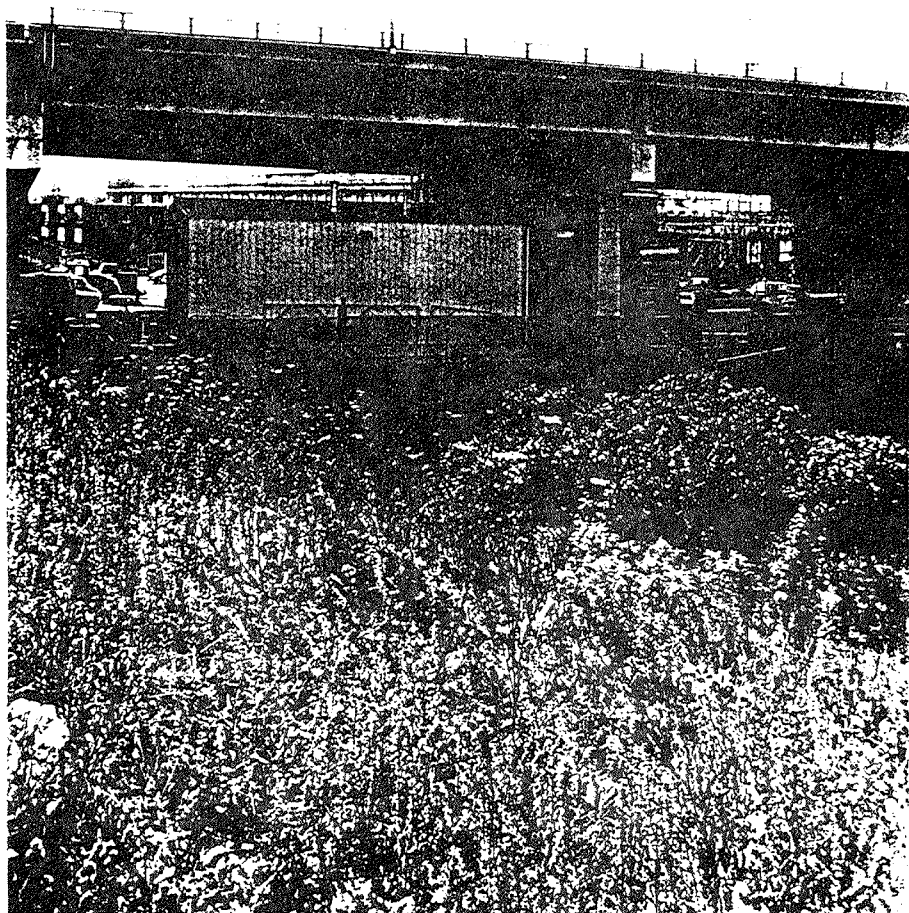
3. The East End: Foot of the Don



4. The Gardiner at the CNE: GO Station



5. The Gardiner at the CNE: Workshop infill



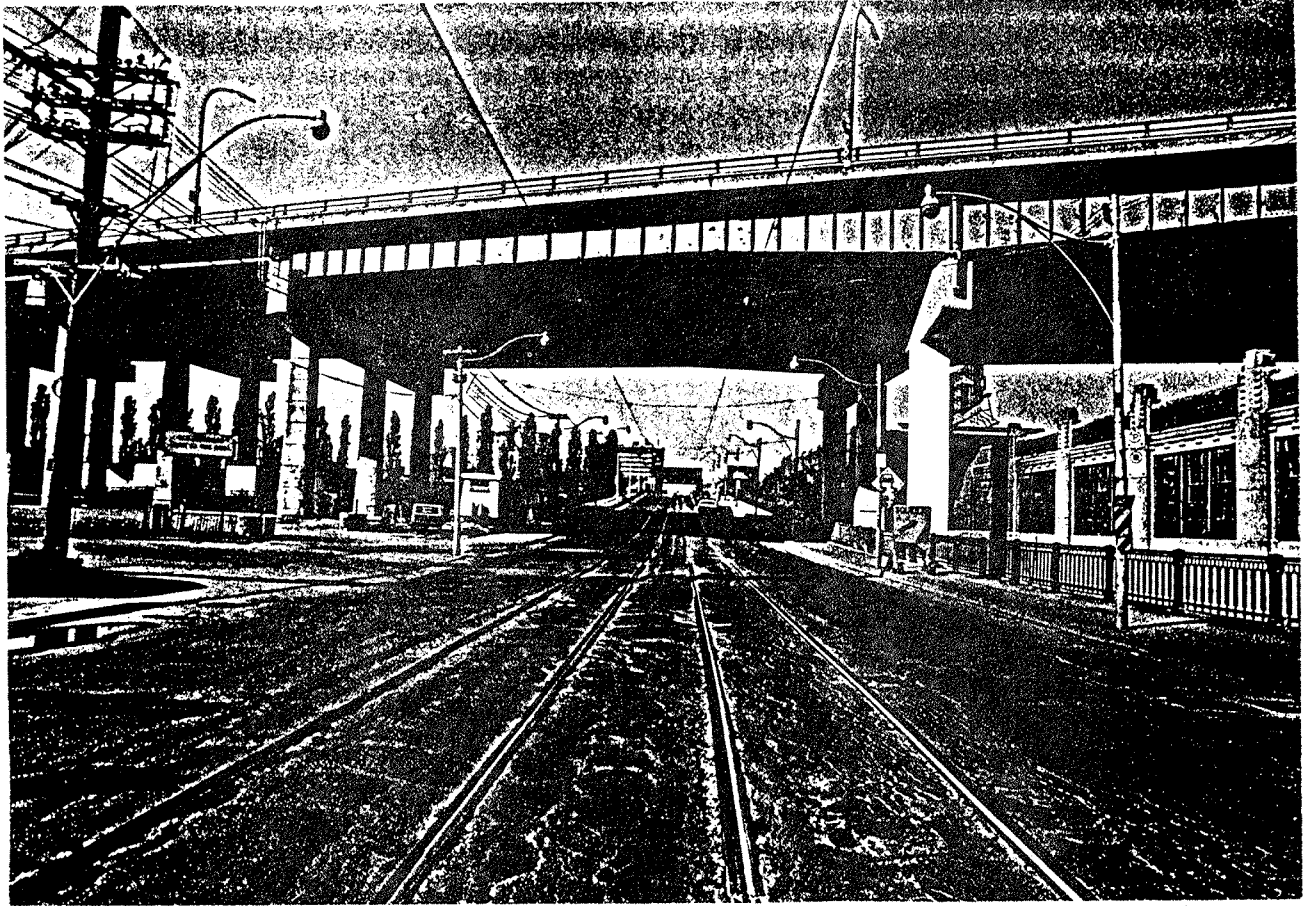
6. The Gardiner at the CNE: Building under the structure



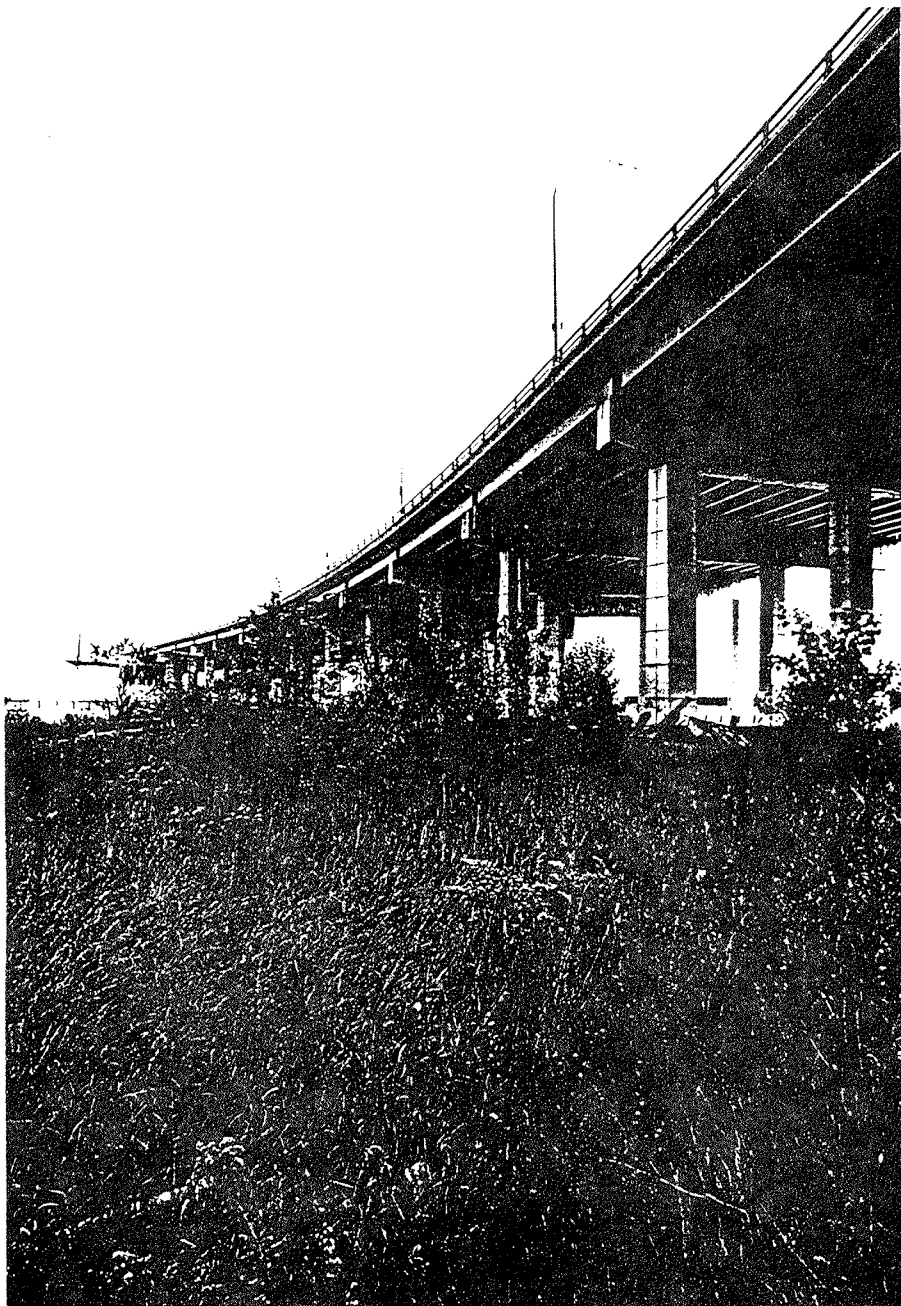
7. Strachan Gate from the South



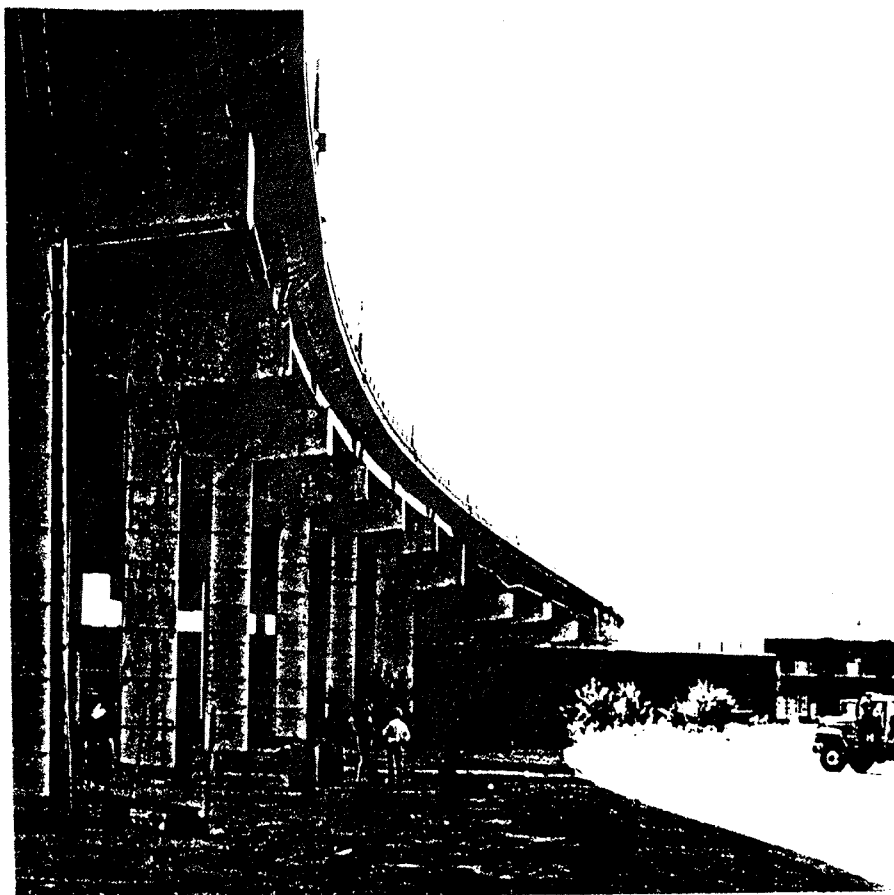
8. The Gardiner at Fort York from the South



9. Bathurst Gate from the South



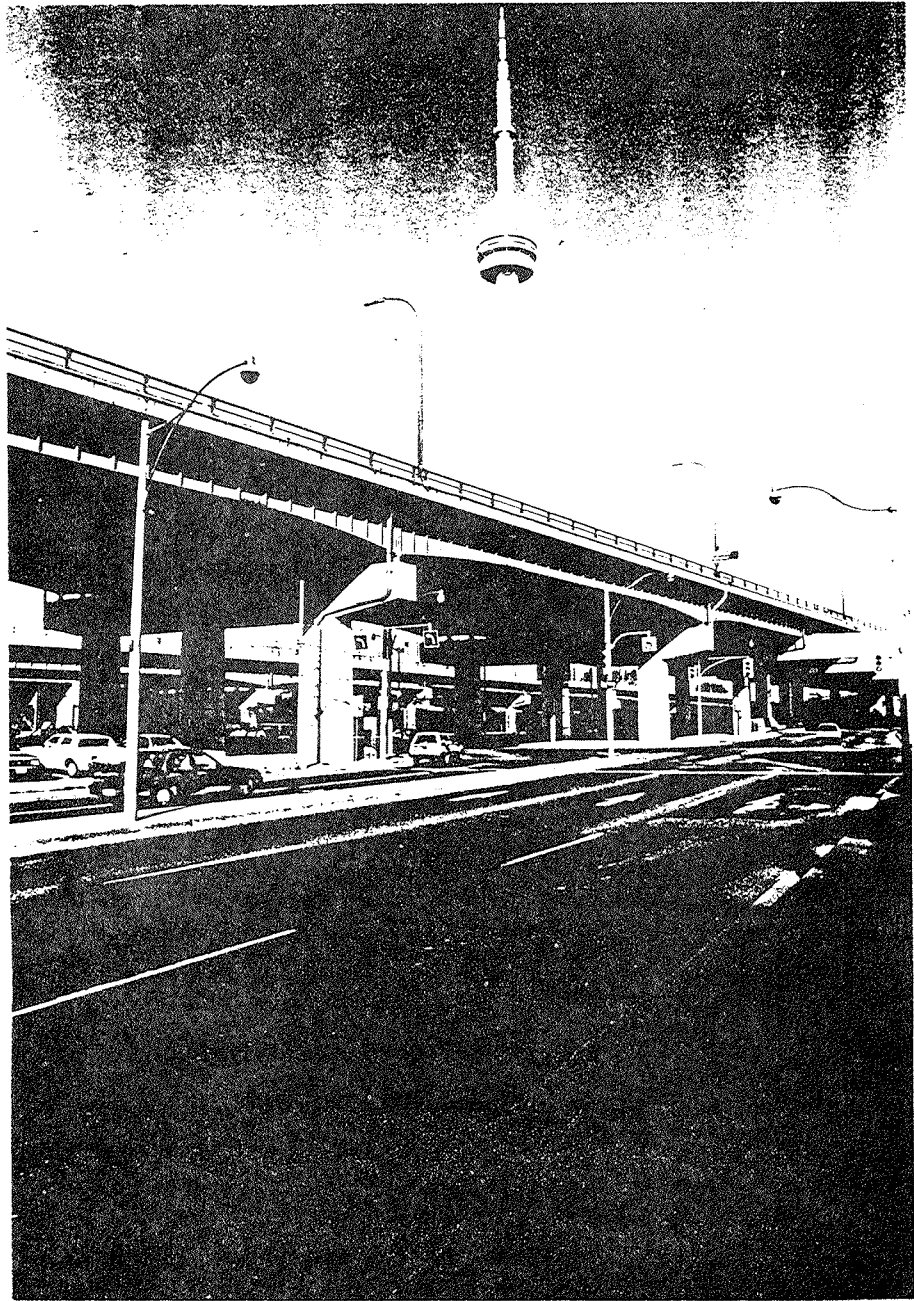
10. The Gardiner at the Railway Lands:
East of Bathurst, looking East



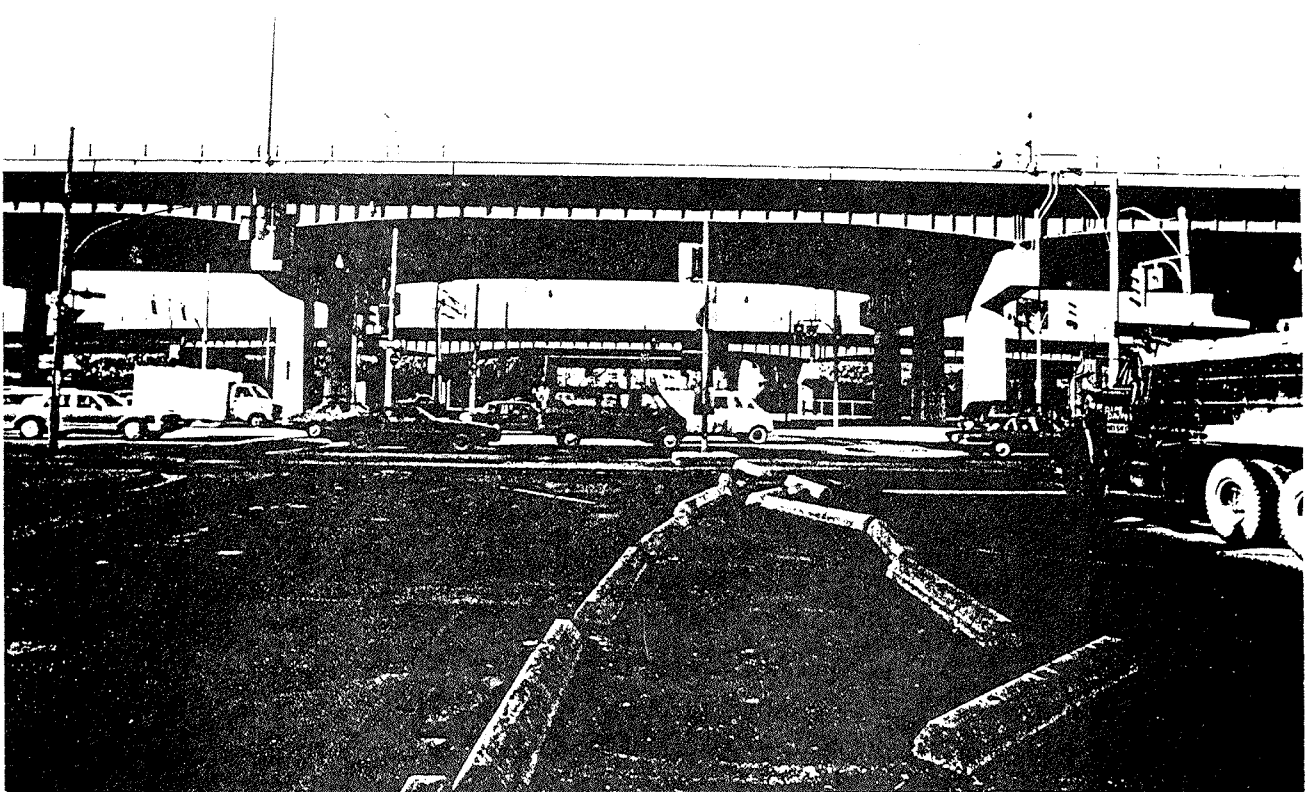
11. The Gardiner at the Railway Lands:
East of Bathurst, looking West



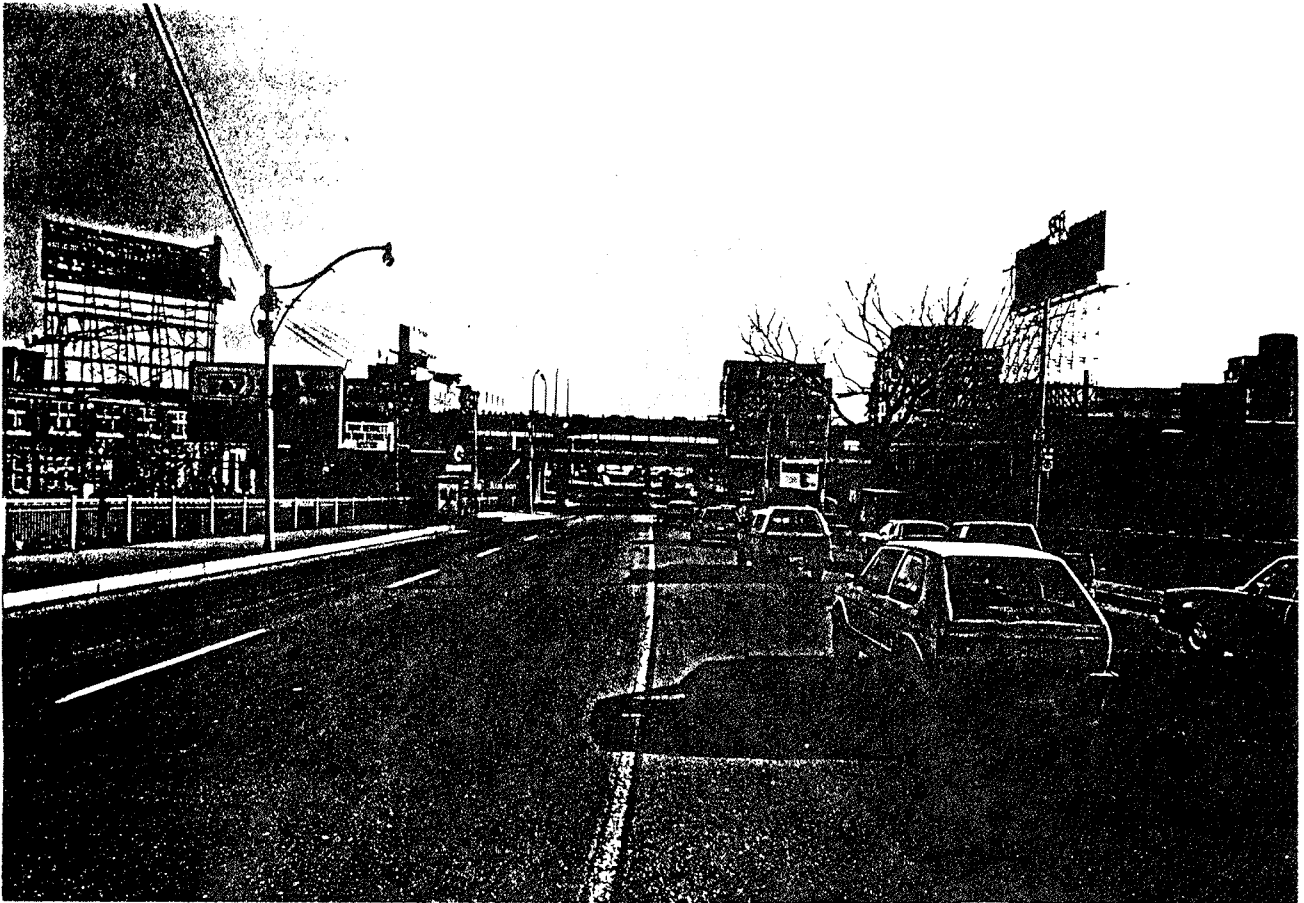
12. The Gardiner at Harbourfront:
West of Spadina, looking East



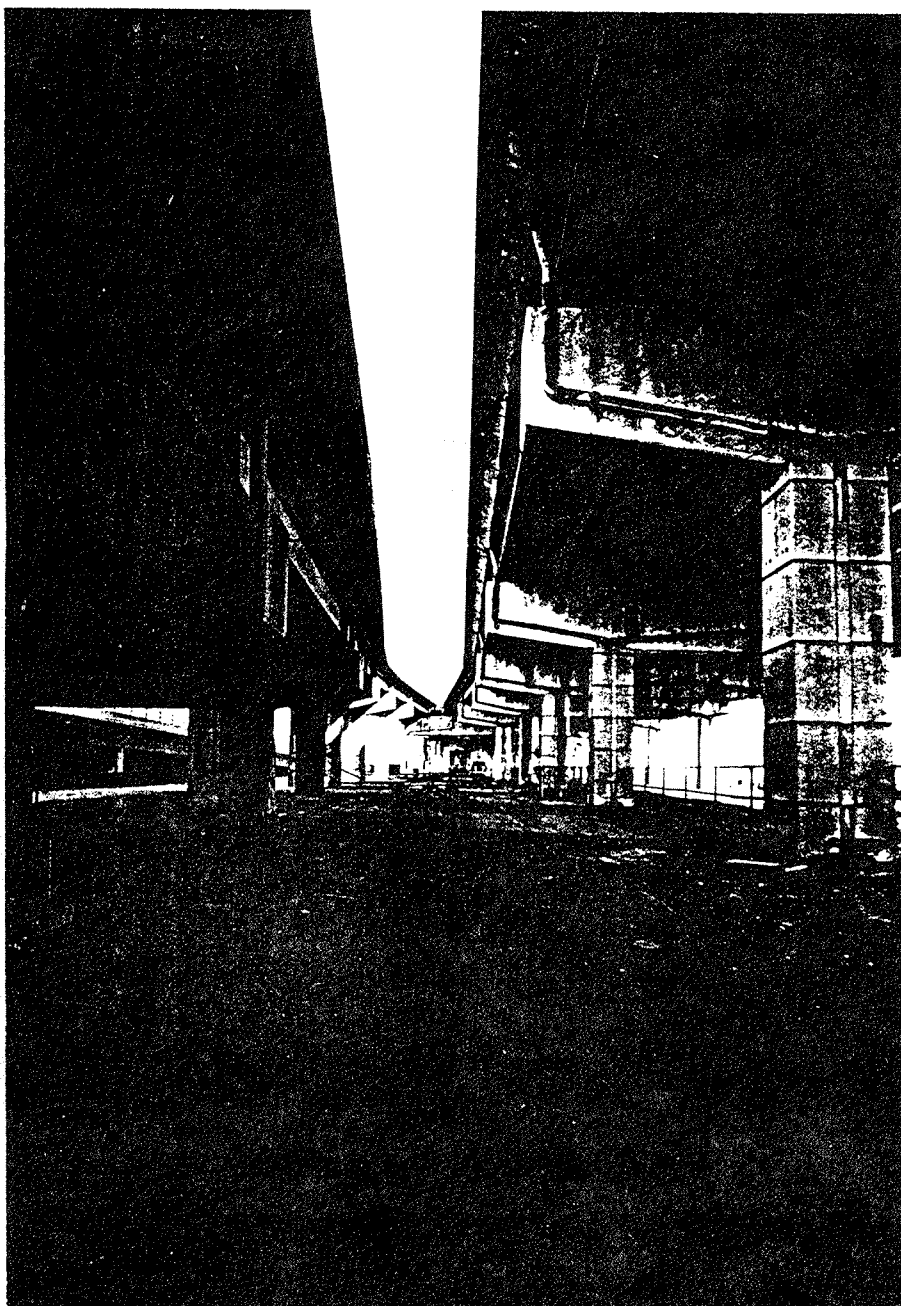
13. Spadina Gate from the Southwest



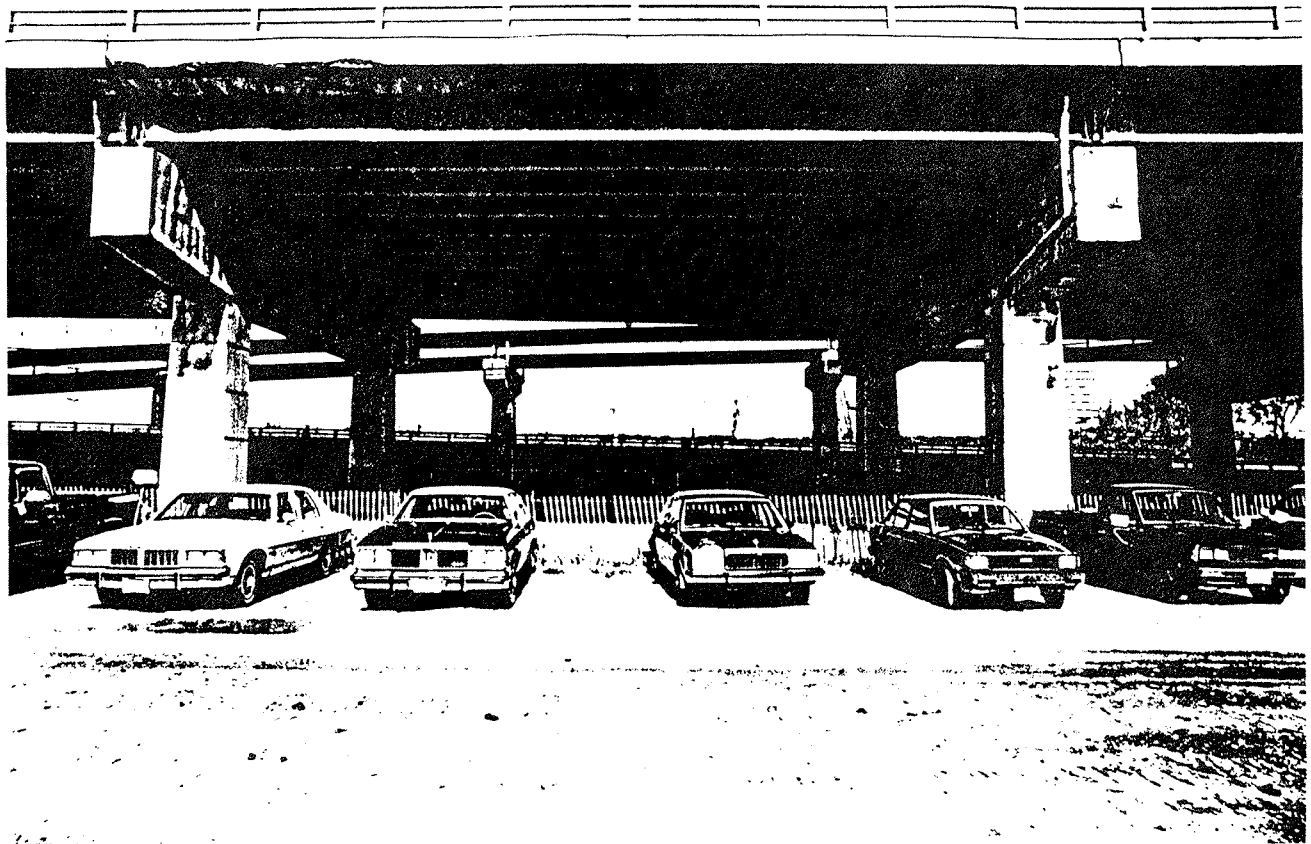
14. Spadina Gate from the South



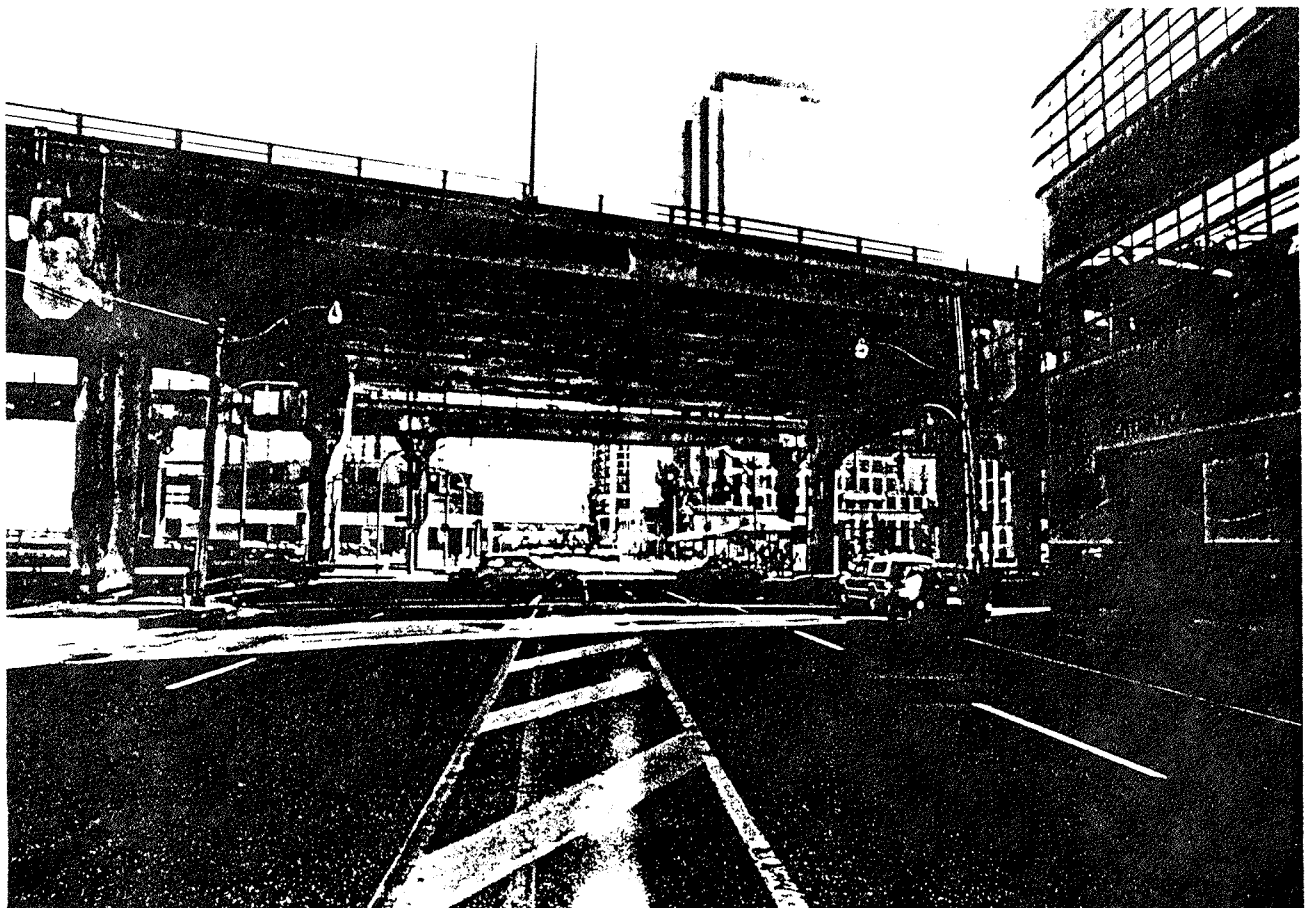
15. Spadina Gate from the North



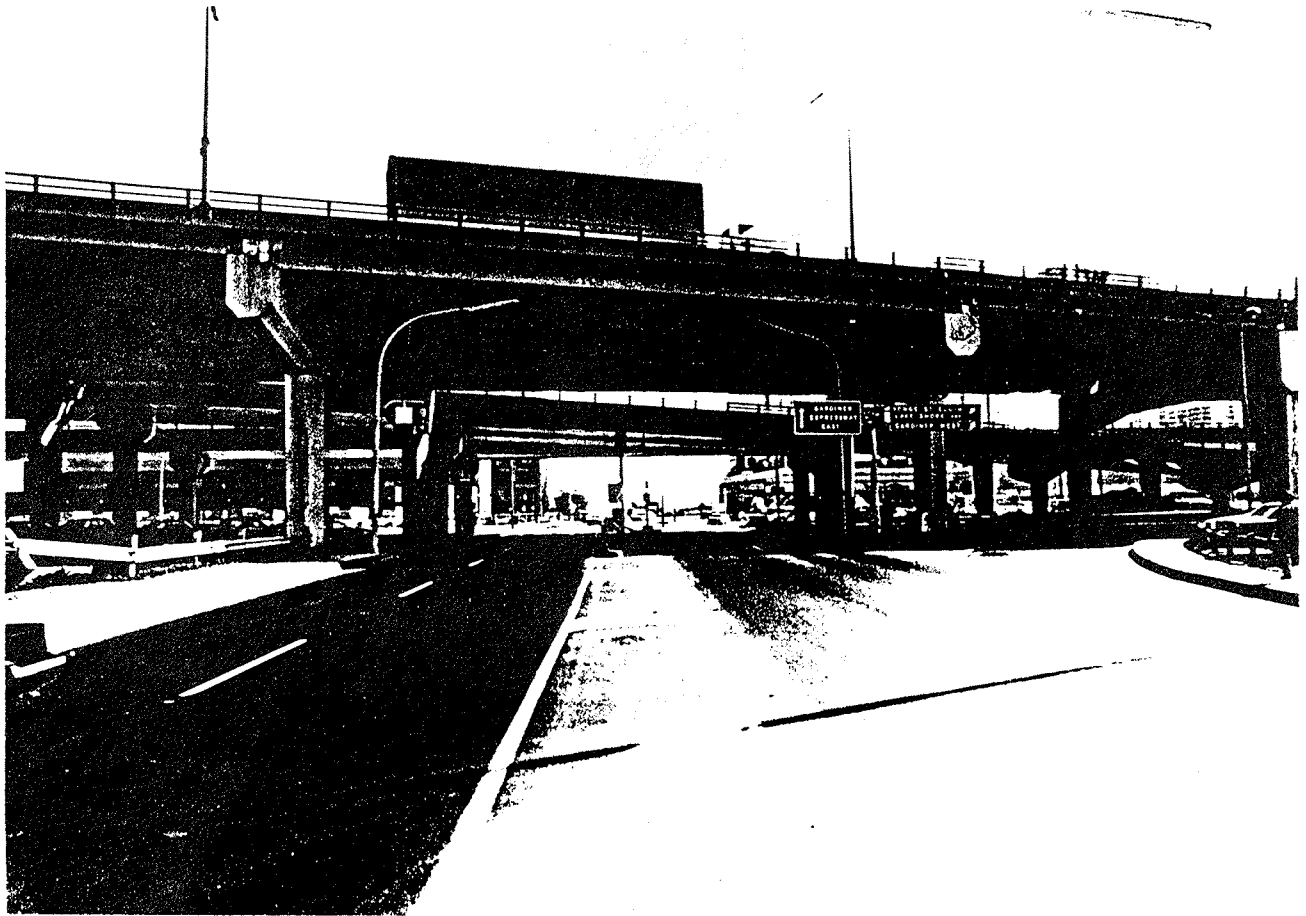
16. The Gardiner at Harbourfront and the Railway Lands:
The land between developments



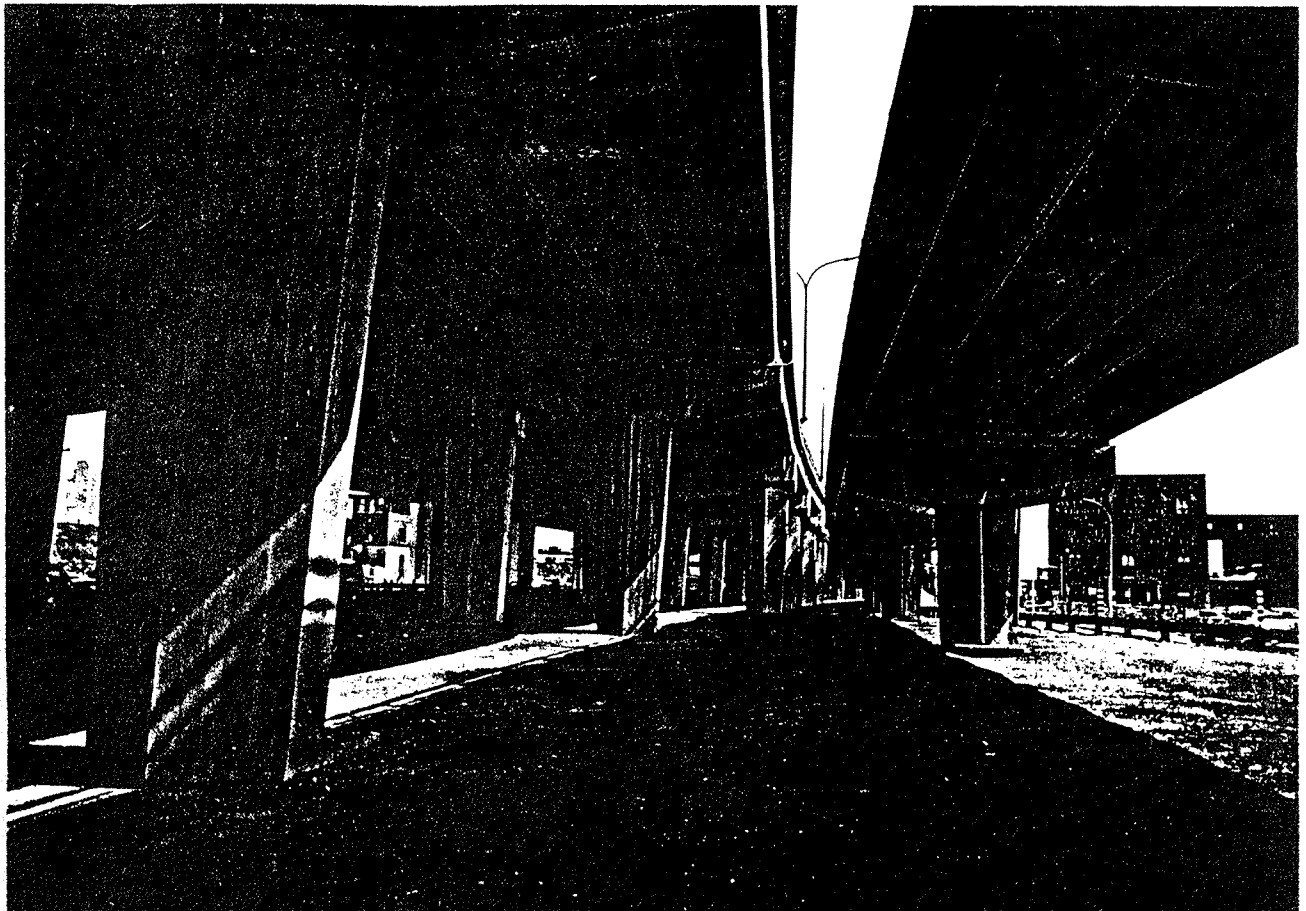
17. Typical colonnade section - Spadina to York



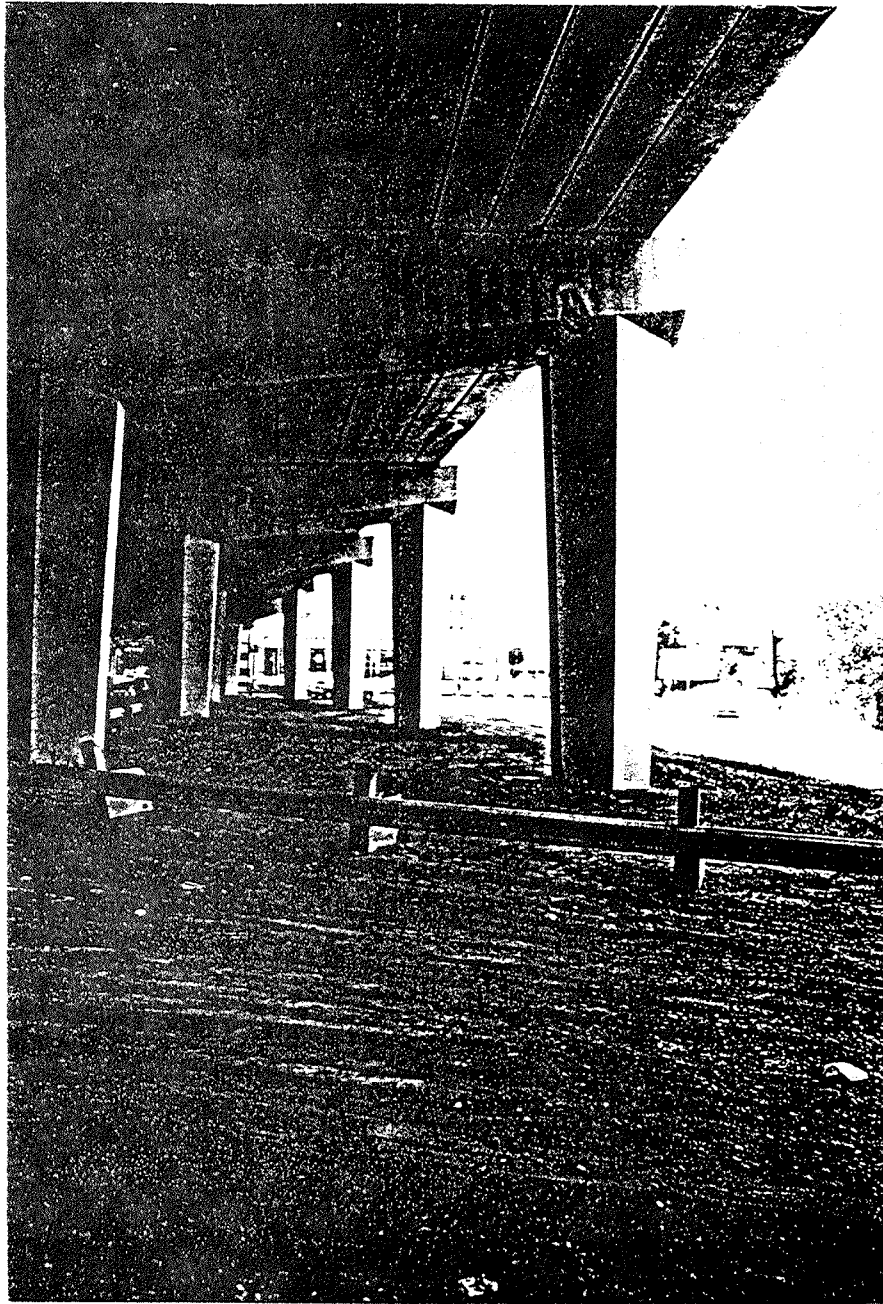
18. Bay Gate from the North



19. Yonge Gate from the North



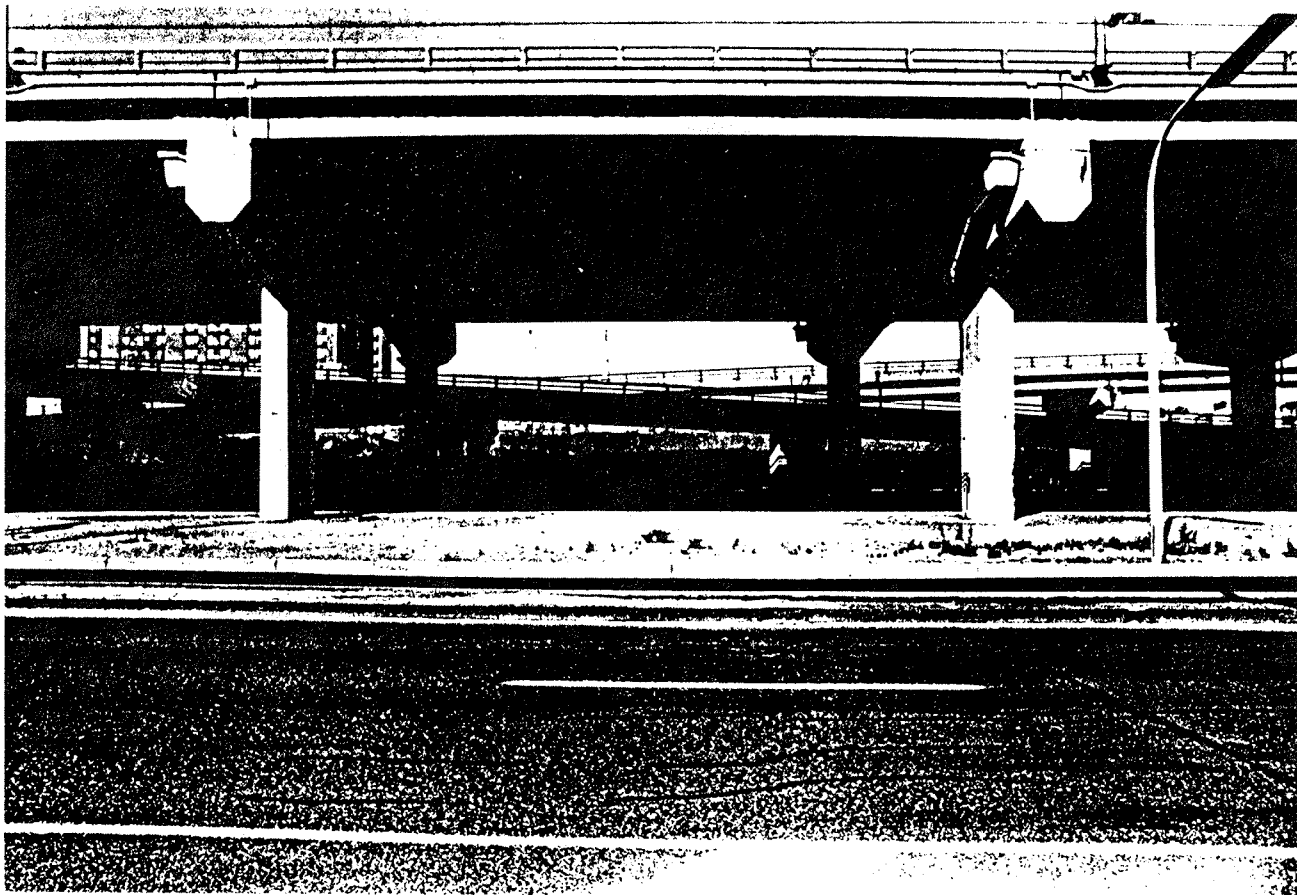
20. Yonge East Colonnade, looking East



21. Typical colonnade section - Yonge to Cherry



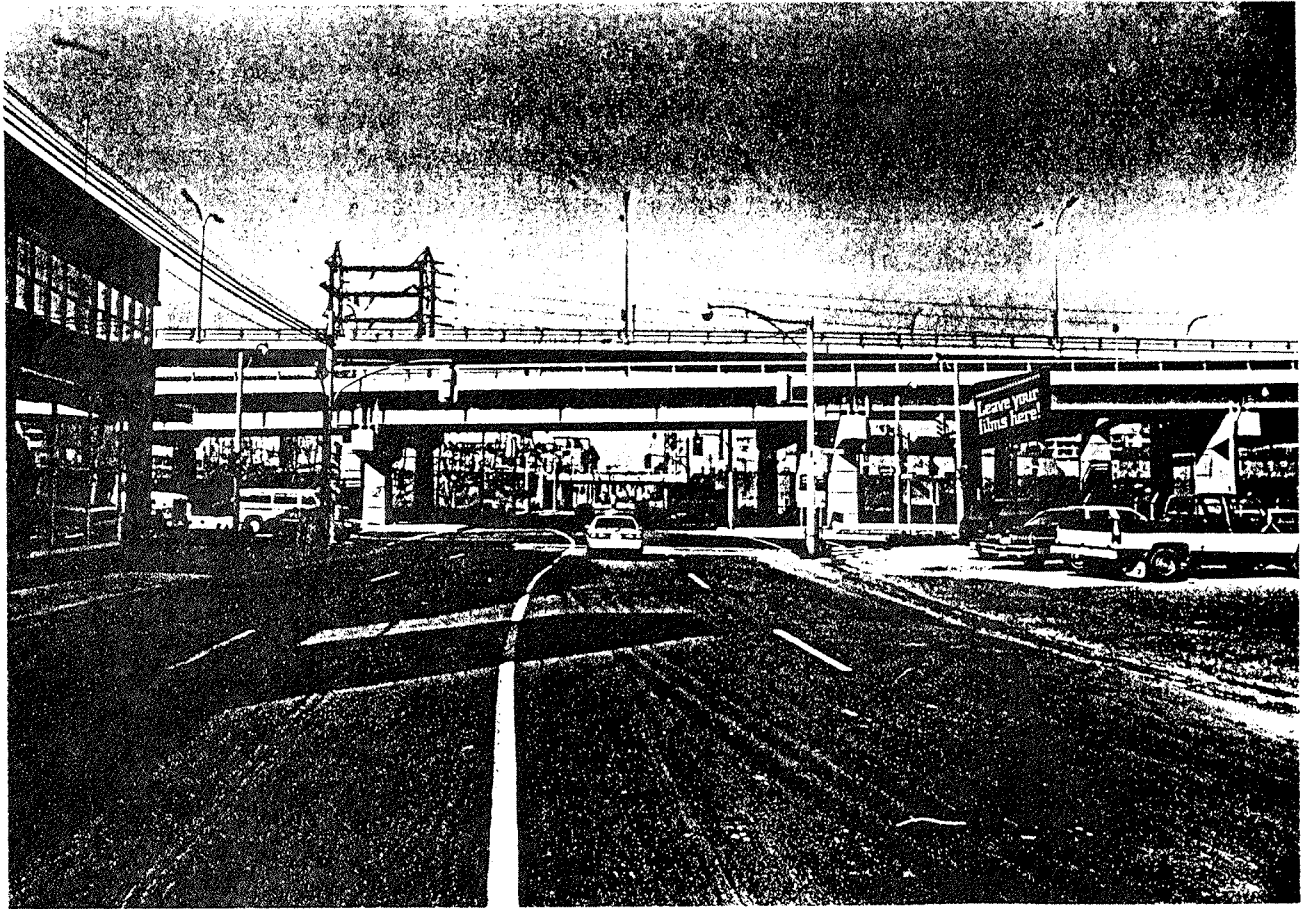
22. Typical junction of colonnade and ramp sections - Yonge to Cherry



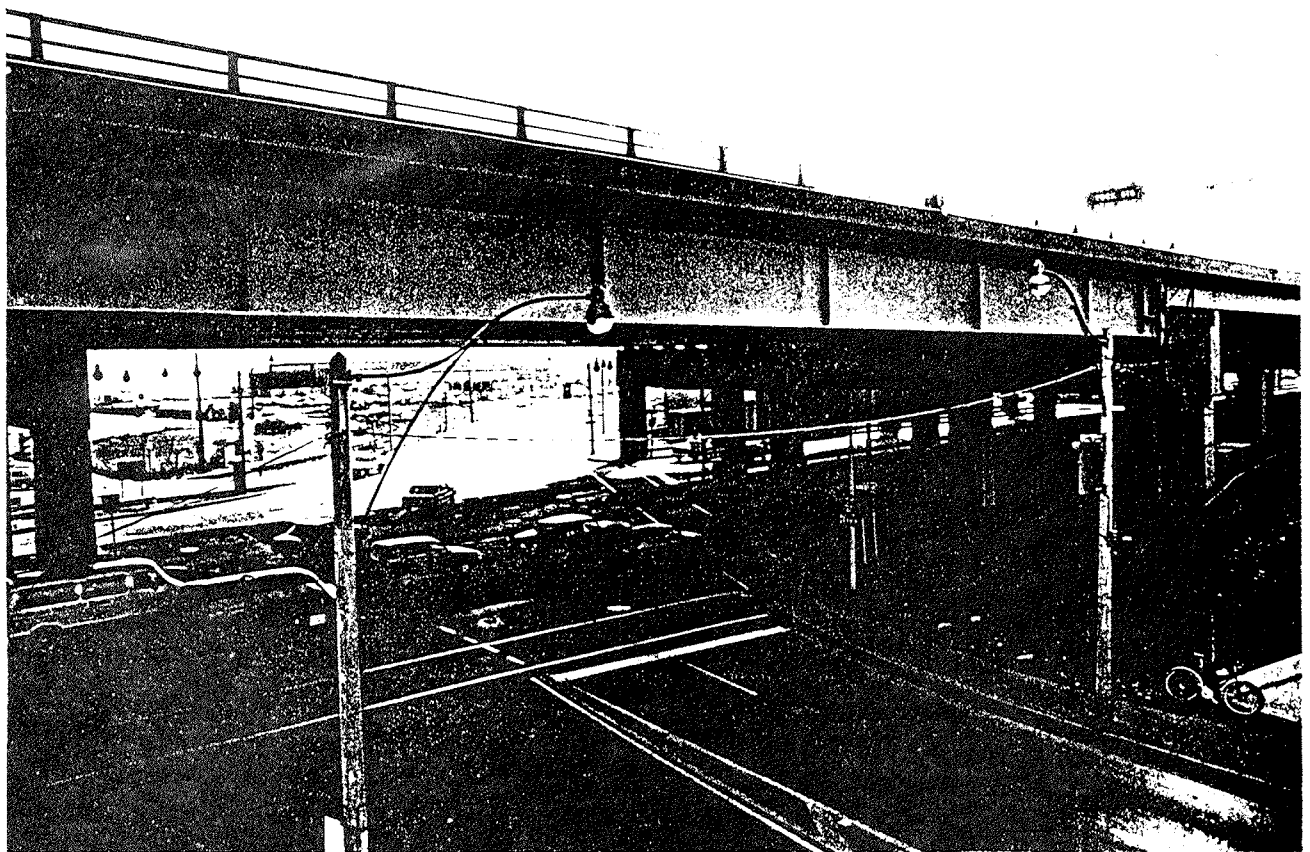
23. Typical ramp section - Yonge to Cherry



24. Jarvis Gate from the North



25. Sherbourne Gate from the South



26. Parliament Gate from the North



27. East of Cherry Gate, looking North



28. Keating Colonnade from the South



29. Keating Colonnade, seen from Don Gate



30. The Gardiner from the East End

Appendix C:

Sources of Gardiner Perceptions

1. Office of the Chairman, Municipality of Metropolitan Toronto
Mr Dennis Flynn
Mr Dale Richmond
2. Toronto City Council
Mr Jack Layton
Mr Dale Martin
Mr Tony O'Donohue
3. Metropolitan Planning Department
Mr George Peter
4. City of Toronto Planning and Development Department
Mr Stephen McLaughlin
Mr Ken Greenberg
5. Metropolitan Roads and Traffic
Mr Sam Cass
Mr Doug Floyd
Mr George Bruce
6. City of Toronto Department of Public Works
Mr Norris Zucchet
Mr Jim Pryer
7. Toronto Harbour Commissioners
Mr Leo Maarse
8. Ontario Ministry of Transportation and Communications
Mr Frank Norman
9. Ontario Ministry of Government Services
Mr Roy Skinner
10. Toronto Historical Board
Mr Carl Benn
Mr Michael McClelland

11. Board of Governors of Exhibition Place
Mr Ron Ferguson
Mr Ted Ballinger
12. Harbourfront Corporation
Mr David Gordon
13. Marathon Realty
Mr Glenn Miller
14. CN Real Estate
Mr Roman Winnicki
Mr Richard Tucker
15. Downtown Business Council
Mr Edward Levy
16. Board of Trade
Mr George Grant
17. City of Toronto Non-Profit Housing Corporation
Mr George Cook
18. St Lawrence Neighbourhood
Ms Colleen Burke
19. Bathurst/Spadina Cooperative Housing
Mr Richard Tyssen
20. Niagara Neighbourhood Association
Mr Greg Clark
21. Draper Street Neighbourhoods Association
Ms Dorothy Irwin
22. S.T.O.P.
Mr John Bossons
23. Toronto Island Residents' Association
Mr David Harris